

The Hongkong Telegraph.

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SATURDAY, MARCH 16, 1907.

六拜禮

號六十月三，英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 21,000,000
CAPITAL UNCALLED " 3,000,000
RESERVE FUND " 13,700,000

Head Office: YOKOHAMA.

Branches and Agencies.

TOKIO. NAGASAKI. SHANGHAI.
LYONS. NEWCHANG. MUKDEN.
SAN FRANCISCO. PORT ARTHUR.
BOMBAY. CHEFOO.
TIENSIN. DALNY.
PEKING. TIE-LING.
KOBE. OSAKA.
LONDON.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI,

Manager.

Hongkong, 22nd September, 1906.

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

CAPITAL PAID-UP £800,000
RESERVE FUND £800,000
RESERVE FUND £275,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent.
per Annum on the Daily Balance.

On Fixed Deposits for 12 months at 5 per cent.

John Armstrong,

Manager.

Hongkong, 11th March, 1907.

INTERNATIONAL BANKING

CORPORATION.
FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED GOLD \$10,000,000
CAPITAL PAID UP GOLD \$ 3,250,000
RESERVE FUND GOLD \$ 3,250,000

HEAD OFFICE:
66, WALL STREET, NEW YORK.

LONDON OFFICE:
THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES' BANK, LTD
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2 per cent. on daily balances and ac-
cepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.
" 6 " 3 " " "
" 3 " 2 " " "

No. 9, Queen's Road Central,
Hongkong.

CHAS. R. SCOTT,
Manager.

Hongkong, 14th March, 1907.

NEDERLANDSCHE HANDEL-

MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.
PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 5,000,000 (£417,000).

Head Office: AMSTERDAM.

Head Agency: BATAVIA.

BRANCHES: Singapore, Penang, Shanghai,
Rangoon, Semarang, Sourabaya, Cheribon,
Tegal, Pecalongan, Passeroen, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Acheen), Telok-Semawe (Acheen),
Bandjermasin.

Correspondents at Macassar, Bombay, Colum-
bo, Madras, Pondicherry, Calcutta, Bang-
kok, Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and corre-
spondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2 per cent. on daily
balances.

Fixed Deposits 12 months 4 1/2 per annum.
Do. 6 do. 4 do.
Do. 3 do. 3 1/2 do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 5th March, 1906.

Hotel.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1906.

HONGKONG AND SHANGHAI

BANKING CORPORATION.
A-D-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$21,000,000
Silver Reserve \$11,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
G. H. Medhurst, Esq., Chairman.
Hon. Mr. W. J. Gresson, Deputy Chairman.
G. Balloch, Esq., A. J. Raymond, Esq.,
A. Goetz, Esq., R. Shewan, Esq.,
A. Haupt, Esq., N. A. Sicks, Esq.,
C. R. Lenzmann, Esq., H. E. Tomkins, Esq.,
D. M. Nissim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH,
MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTRY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 1/2 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st March, 1907.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907.

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:
Koenigliche Seehandlung (Preussische
Schatzkammer),
Direction der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank fuer Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne, Frankfurt
a/M.,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim jr. & Co., Koeln,
Bayerische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITHS' BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
earned on application. Every description of
Banking and Exchange business transacted.

F. JUNG,
Manager.

Hongkong, 11th January, 1907.

NEDERLANDSCH-INDISCHE

HANDELS BANK.
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.
Authorized Capital FL. 15,000,000 (£1,250,000).
Subscribed Capital FL. 10,000,000 (Paid-up).
Reserve Fund FL. 1,628,850.19 (£135,737).

Head Office: AMSTERDAM.

Sub-Office: THE HAGUE.

Head Agency: BATAVIA.

BRANCHES: At Singapore, Sourabaya, Sama-
rang, Indramajoo, Bandoeng and Welte-
vrede.

CORRESPONDENTS: At Cheribon, Tegal, Peca-
longan, Macassar, Pontianak, Padang,
Medan, Penang, Rangoon, Calcutta, Bom-
bay, Madras, Colombo, Karachi, Djeddah,
Bangkok, Saigon, Shanghai, &c.

BANKERS:
London: The Williams Deacons Bank, Ltd.
Swiss Bankverein.
Paris: Comptoir National d'Escompte de Paris.
Berlin: Deutsche Bank.
Brussels: Banque de Paris et des Pays Bas.
Vienna: Union Bank.
Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for
collection Bills of Exchange, issues
Letters of Credit payable in all important places
of the world and transacts every description of
Banking and Exchange business.

INTEREST ALLOWED.
On Current Account at the rate of 2 1/2 per
annum on the daily balance.

On Fixed Deposits: 12 months 4 1/2 per annum.
" 6 " 3 " "
" 3 " 2 " "

J. BORTJE,
Manager.

Hongkong, 16th Des Vieux Road Central.

Marine.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON: REMARKS.

SHANGHAI, MOJI, KOBE and JAPAN About 18th March Freight and
YOKOHAMA Capt. F. H. S. Noley Passage.

LONDON and ANTWERP via MANILA About 27th March Freight and
SINGAPORE, PENANG, COLOMBO, PORT SAID and Marseilles Capt. F. E. Anderson Passage.

SHANGHAI DELTA About 22nd March Freight and
Capt. D. L. Danforth Passage.

LONDON, &c., via usual Ports (MACEDONIA) 23rd March Sea Special.
of Call Capt. C. D. Bennett Advertisement.

For Further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, 13th March, 1907.

Intimations.

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED A NEW SHIPMENT OF

LACE CURTAINS,

4, 4 1/2, and 5 yards long,

\$4.25, \$5.00, \$5.50, \$6.00, \$6.50 per pair.

NEW BROCHE MUSLINS.

NEW ETRUSCAN MUSLINS,

AND

LACE AND INSERTION MUSLINS.

LANE, CRAWFORD & CO.

Hongkong, 16th March, 1907.

JUST HANDED.

SPARKLING DEVONSHIRE

CHAMPAGNE CIDER.

FOR RACINESS AND SALUBRITY REFERRED TO
'CHAMPAGNE.'

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 12th March, 1907.

HONGKONG, CANTON AND

MACAO STEAMBOAT CO.,

LIMITED.

CHEAP EXCURSION TO MACAO.

On SUNDAY, the 17th March,

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Time of departure from Macao 5 P.M.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare \$5.00

" " " on Monday 5.00

" " " Single 2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 8 A.M. and
from Hongkong at 11 A.M. from the Company's Wharf.

W. E. CLARKE,
Secretary.

Hongkong, 11th March, 1907.

Intimations.

JAPAN

COALS

THE MITSUI BUSSAN KAISHA

(MITSUI & CO.)

HEAD OFFICE: 1, SUKUGA-CHO, TOKYO.

LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: FRINCH'S BUILDINGS, 100, HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Tientsin, Newchwang, Port Arthur, South Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Madras, Rangoon, Batavia, Moulmein, Wankamata,
Karachi, Nagasaki, Kuchinotsu, Sasebo, Milne, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.O. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Togo, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinohara, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,
Onoura, Otsu, Sasahara, Tsubakuro, Yoshinotsu, Yoshio, Yunkibara and other Coals.

M. KOBAYASHI, Manager, Hongkong.

One of the most prominent Medical men of
China said:

"Where Bear Brand Milk is
Known, the public will
have no further com-
plaint as to their milk
supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907.

THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PEDDER STREET, MADAME FLINT, MANAGERESS.

JUST UNPACKED ANOTHER LARGE CONSIGNMENT

OF
Paris made NOVELTIES, MILLINERY, DRESSES and GOWNS, &c., &c.

We import direct from the "Avenue de la Paix," Paris.

Inspection invited.

We give the best value for your money.

Hongkong, 26th February, 1907.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights

Hongkong, 15th March, 1906.

H. HAYNES

Manager.

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMKIN),

SHAMKIN, CANTON,

ON THE BRITISH CONCESSION.

F. E. DE BEAURE PAIRE,

(late of Australia), Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO)

MACAO, CHINA,

IN THE CENTRE OF THE PRAIA GRANDE.

Capt. T. AUSTIN, R.M.R.,

Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED

EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

KING EDWARD

HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED ELECTRIC FANS

(if required).

ELECTRIC PASSENGER ELEVATOR to each

floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 4th December, 1907.

GREENLEES BROTHERS'

CLAYMORE, RARE OLD SCOTCH

WHISKY.

\$15.00 per Dozen.

VERY SPECIAL BLEND SCOTCH

WHISKY.

\$12.00 per Dozen.

PAUL CLOUT

ROYAL BATTERY DRY SPARKLING

CHAMPAGNE.

\$12.00 per Case 24 Btles.

SOLE AGENTS—

A. CHAZALON & CO.,

6, Queen's Road Central.

Hongkong, 1st February, 1907.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 3,365 tons Captain H. D. Jones.
 "POWAN" 2,138 " W. A. Valentine.
 "FATSHAN" 2,460 " C. Lloyd.
 "KINSHAN" 1,995 " B. Branch.
 "HEUNGSHAN" 1,998 " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 tons Captain E. H. Grainger.
 "SUI-TAI" 1,651 " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 8 A.M. and from Hongkong at 1 P.M. from the Company's wharf.
 Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,191 tons Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain J. Willox.
 "NANNING" 569 " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of LUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 16th March, 1907.

JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG	JAVA	Second half March	JAPAN	Second half March
TJIMAHU	JAPAN	First half April	JAVA PORTS	First half April
TJIBODAS	JAVA	First half April	JAPAN	Second half April
TJIPANAS	JAPAN	First half April	JAVA PORTS	Second half April
TJILATJAP	JAPAN	First half February	JAVA PORTS	First half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to—

JAVA CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 16th March, 1907.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

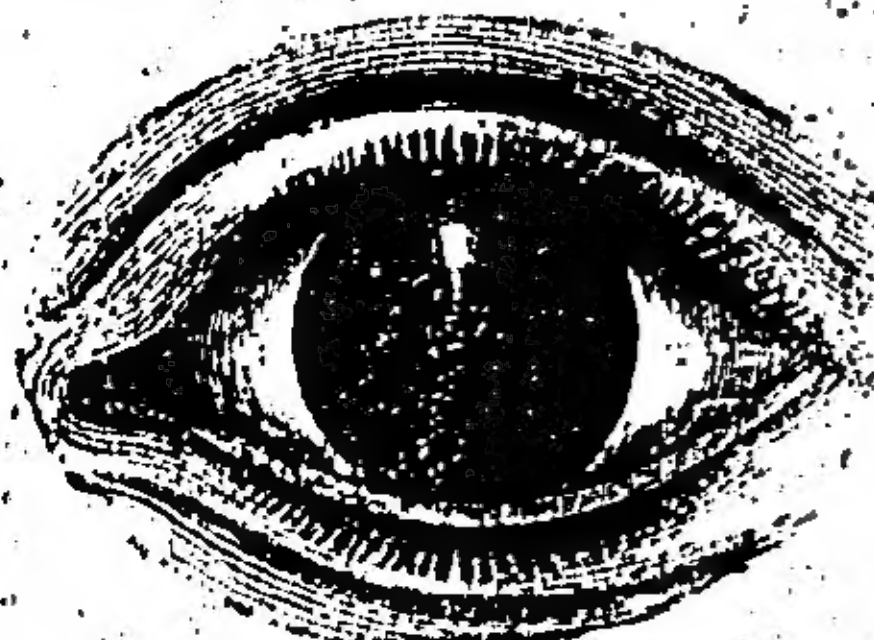
S.S. "LINTAN" and S.S. "SAN-UI".
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAIKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 51, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY
 57, DES VOEUX ROAD CENTRAL
 From the University of Pennsylvania, U.S.A.
 Hongkong, 21st July, 1904.

TWIN TING.
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'AGUIAR STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 20th July, 1904.

Halls.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
 PRINZ LUDWIG WEDNESDAY, 27th March.
 SACHSEN WEDNESDAY, 27th March.
 ZIETEN WEDNESDAY, 10th April.
 PRINZ REGENT LUITPOLD WEDNESDAY, 24th April.
 PRINZ BITEL FRIEDRICH WEDNESDAY, 8th May.
 BAYERN WEDNESDAY, 22nd May.
 PRINZ HEINRICH WEDNESDAY, 5th June.
 SCHARNHORST WEDNESDAY, 19th June.
 ROON WEDNESDAY, 3rd July.

*First-class accommodation being engaged by H. M. THE KING OF SIAM, second-class passengers only, will be accepted.

ON WEDNESDAY, the 27th day of March, 1907, at Noon, the Steamship SACHSEN, Captain Willems, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port, calling at SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID and GENOA.

On WEDNESDAY, the 27th day of March, 1907, at Noon, the Steamship PRINZ LUDWIG, Captain von Bloer, with MAILS, PASSENGERS, SPECIE and CARGO will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 18th March, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th March, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 26th March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Luggage can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.

*TO NEW YORK VIA SUZ:

VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

*In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR via INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE
VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS. TONS. SAILING DATES.
 PRINZ SIGISMUND 3,390 THURSDAY, 28th March.
 MANILA 1,700 SATURDAY, 20th April.
 PRINZ WALDEMAR 3,237 THURSDAY, 23rd May.

ON THURSDAY, the 28th day of March, 1907, at Noon, the Steamship PRINZ SIGISMUND, Captain Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return	\$80.00	\$50.00
TO NEW GUINEA	£28. 0. 0.	£18. 10. 0.	£14. 0. 0.	Return	£42. 0. 0.	£27. 15. 0.
TO BRISBANE	£34. 0. 0.	£20. 0. 0.	£14. 0. 0.	Return	£54. 0. 0.	£36. 0. 0.
TO SYDNEY	£35. 0. 0.	£23. 0. 0.	£15. 0. 0.	Return	£59. 10. 0.	£41. 10. 0.
TO MELBOURNE	£34. 10. 0.	£24. 10. 0.	£16. 0. 0.	Return	£62. 5. 0.	£44. 5. 0.
TO YOKOHAMA	\$30.00	\$20.00	\$10.00	Return	\$70.00	\$40.00
TO KOBE	\$35.00	\$25.00	\$15.00	Return	\$75.00	\$45.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR
 YOKOHAMA & KOBE MANILA MONDAY, 8th April.
 SHANGHAI, NAGASAKI } PRINZ REGENT LUITPOLD, WEDNESDAY, 27th March.
 KOBE & YOKOHAMA }
 SHANGHAI, NAGASAKI } PRINZ BITEL FRIEDRICH, WEDNESDAY, 10th April.
 KOBE & YOKOHAMA }

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG:
 VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£64. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	64. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	61. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to—

MELNERS & CO.,

Hongkong, 16th March, 1907.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 93 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 373, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lubbers, Sculls, A. L. and Watkins.

Yokohama, May 23rd, 1905.

[37]

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

[46]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION,
 ON

WEDNESDAY AND THURSDAY,

the 20th and 21st of MARCH, 1907, commencing each day at 2.30 P.M., at his
 SALES ROOMS, DUNDALL STREET.

A VERY FINE COLLECTION OF

JAPANESE SILK EMBROIDERIES,
IVORIES AND CURIOS.

COMPRISING:—

BEAUTIFUL SILK EMBROIDERIES, TEMPLE HANGINGS, TABLE and CUSHION COVERS, BED SPREADS, SCREENS, KAKIMONOS, PICTURES executed in SILK, SILK KIMONOS, &c., &c.

FINELY CARVED IVORY FIGURES, a variety of BRONZES and BRASSES, GOLD and SILVER WIRED CLOISONNES, a variety of KINKOSAU SATSUMAS and MAKUDZOS, some fine DAMASCENE WORK, OLD LACQUER, &c., &c.

TERMS:—As usual.

Catalogues will be issued.

On View from Monday, the 18th March, 1907.

GEO. P. LAMMERT,
Auctioneer.

[35]

PUBLIC AUCTION.

AT the Undersigned's Sales Room,
 2, Zetland Street,

on

TUESDAY,

the 19th March, 1907,

MISCELLANEOUS GOODS,
 Several Bales of MATTING,
 HOUSEHOLD FURNITURE,
 AND

A Consignment of FINE YORK HAMS
 (just landed).

TERMS:—As usual.

F. KIENE,
Auctioneer,

Telephone No. 574.

Hongkong, 15th March, 1907.

[89]

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED,
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 12.15 p.m.
 every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 2.00 p.m.	Every 15 minutes.
2.00 p.m. to 3.00 p.m.	Every 10 minutes.
3.00 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS, on Week Days.

SATURDAYS.
 Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the
 Company's Office, ALEXANDRA BUILDING,
 Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
 Liquidators.

Hongkong, 27th August, 1904.

For Sale.

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
 GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
 ON HAND.

PRICE VERY MODERATE.
 Hongkong, 15th September, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

41 & 43, QUEEN'S ROAD CENTRAL.

CABINET-MAKERS AND ART DECORATORS,
 from Shanghai, has re-opened their
 FURNITURE STORE

No. 59, DES VOEUX ROAD CENTRAL.
 The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
 of every description can be made to
 order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony; to whom reference may be made as to the Superior Workmanship and value of the Furniture, &c. supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
 "We have pleasure in stating that Mr. LI KWONG LOONG is entitled the Award to our Dispensary and gave us every satisfaction."

(84.) A. S. Watson & Co., Ltd.

ORDERS, punctually executed, and
 CHARGES most moderate.

Intimations.

Powell's

ALEXANDRA
BUILDINGS.

NOW SHOWING

BABY

CARRIAGES

and

CHILD'S

COTS.

PERAMBUL-

ATORS,

BASSINETTES,

and

GO-CARTS,

from \$25

to

\$60 each.

COTS

from

\$21.50 each.

(Bedding, etc., extra.)

SPLENDID VALUE.

WM. POWELL,
LTD.,
HONGKONG.

Hongkong, 16th March, 1907.

Intimations.

Messrs. K. A. J. CHO-

TIRMALL & Co.,

64, QUEEN'S ROAD CENTRAL,

LATE No. 8, D'AQUILA STREET.

A FRESH CONSIGNMENT OF

GRASS CLOTH,

AND

A VARIETY OF

LADIES' EMBROIDERED

DRESSES.

ALSO

AN ASSORTMENT OF

MALTESE SILK LAKE and

COLLARS, &c.

INDIAN RUGS.

AND ALSO

A VARIETY OF

SILKS.

Hongkong, 27th February, 1907. [43]

"THE ORIENT."

A SATURDAY NEWSPAPER

FOR ONE AND ALL.

will be published in APRIL, 1907.

Single Copy: 5 cents.

\$2.50 per annum, post free to any part of the

World.

A book of that gift given, Sir JOHN

LUBBOCK, shall be written gratis to every

subscriber who registers his name by sending

an advance of \$1/- before the 1st of April.

For further particulars, apply to—

FARHA & CO.,

Printers and Publishers,

94, Robinson Road,

SINGAPORE.

Hongkong, 15th March, 1907. [321]

WANTED IMMEDIATELY.

A DOCTOR for an Emigrant Ship.

Apply to—

BUTTERFIELD & SWIRE.

Hongkong, 13th March, 1907. [314]

COLD STORAGE:

THE HONGKONG ICE COMPANY,

LTD., have now 4000 cubic feet of

COLD STORAGE available at EAST POINT.

Stores will be open at 10 A.M. and 4 P.M.

daily, Sunday excepted, to receive and deliver

perishable goods.

WM. PARLANE,

Manager.

Hongkong, 22nd June, 1906. [63]

GREEN ISLAND CEMENT COMPANY,

LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask.

ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag.

ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 2nd October, 1906. [48]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and

any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & Co.

Hongkong, 10th January, 1903. [45]

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when

all things are done for the first time. Science

has indeed made giant strides during the past

century, and among these no means least, im-

portant discoveries in medicine comes that of

THERAPION.

This preparation is unquestionably one of the most

valuable and reliable Patent Medicines ever in-

troduced, and is used by the most celebrated

Physicians in all countries, including the celebrated

Lancet, and is now being used by the most

celebrated of those who require such a remedy.

It is a discovery of the most important kind, and

it is a discovery of the most important kind, and

it is a discovery of the most important kind, and

it is a discovery of the most important kind, and

it is a discovery of the most important kind, and

it is a discovery of the most important kind, and

it is a discovery of the most important kind, and

it is a discovery of the most important kind, and

it is a discovery of the most important kind, and

it is a discovery of the most important kind, and

THE NURSERY WINDOW.

Out from the Nursery window,

One summer long ago,

I looked at the far off mountains

In the sunny morning glow.

Across the shining river

Their distant summits glittered

In the morning's golden sheen.

Cousins four, we numbered

That summer, long ago,

Threes of us boys—and a little maid,

And a friend we all loved so.

Who cared for the little maiden,

And us all—which a gentle care—

Telling us tales in the twilight,

And hearing the evening prayer.

Teaching us games and pastimes,

From marbles to flying our kite;

Telling us tales of Derry,

And many a border fight.

But the River of Life flows swiftly,

And Time in his barque sails on,

And three who looked from the window,

To the shining hills have gone.

First went the little maiden,

Fair in her girlhood's dawn,

And the light from the shining mountains

On her drooping eyelids shone.

Now, Lizzie's a gray-haired woman,

And I'm growing old so fast—

But I often think of that window,

And the summer days long past.

And the scent of the old-time garden,

Where syringas and lilacs grow,

With roses affame and lilies of white,

And modest violets blue—

Comes to me through the distance,

And it seems as though I heard

Birds singing in the lilacs,

By the summer zephyrs stirred.

And the dear old gray-haired woman,

Who ruled in the nursery there,

Her boys with their youthful spirits,

And the little maiden fair—

As she sits mid life's gathering twilight,

Half smiles—half sobs—I know,

When she thinks of the Nursery window

And the summers long ago.

—Theodore Storm in *Seattle Post-Intelligencer*.

THE CASE OF PRINCE MIN YUNG-IK.

The N. C. D. News of 11th inst. reports:—

An extraordinary case, in which the protagonists

are Prince Min Yung-ik and a Korean Colonel,

has been the subject of proceedings at the

Japanese Consulate lately. Prince Min left his

native land about twenty years ago, and has

lived in Shanghai for the past thirteen years.

We are informed that early last year Colonel

Hyeon Hup-tak arrived in Shanghai with an

Imperial letter authorizing him to confer with

the Prince regarding a quantity of ginseng said

to have been delivered to him some seventeen

years ago. This ginseng, according to the Prince's

declaration, was a present made to him by the

Empress of Korea. Whether the Colonel was

satisfied or not with the explanation given, the

matter was allowed to drop until the second

day of the twelfth moon (January 15) when the

Prince received a summons to attend at the

Japanese Consulate. The claim filed against him

was for about \$15,000. The Prince did

not appear in Court, and in his absence judg-

ment was given against him. Then at the

suggestion of his friends he sought legal

advice, and M. D'Auxion, who took up the case,

lodged an appeal against the Japanese Con-

sulate's decision, which has not yet been heard.

In the meantime, on the eighth of the twelfth

moon (January 21) execution was levied on

Prince Min's property at his house in Raking

Road, and all his furniture, personal effects

and clothing were seized by order of the Con-

sulate. Prince Min has since received a letter

dated January 21, from the Minister of the

Household at Seoul, which reads as follows:

Communication to His Excellency Min

Yung-ik from the Minister of the Household

Department, by Imperial Order:

I have to inform you by Imperial Order that

the action of Colonel Hyeon Mong-tak, who

proceeded to your port with an Imperial letter

and took legal proceedings against you, has

caused much astonishment. This document

was simply a message to you and there was

no question of making a claim at just you. More-

over, on the fourth moon of the current year

the above document was recalled by Imperial

Order, but this has not been done. On

the contrary, the Colonel's action in try-

ing to prove a case against you with this docu-

ment constitutes a breach of respect in regard

to the Imperial order. I have consequently

received Imperial instructions to inform you

that the document in question must not be

recognized and can have no effect against

you. You are hereby also authorized to use this

document in case of trouble.

Our representative saw Prince Min yesterday

afternoon, and he confirmed these statements,

which he said would be borne out by docu-

mentary evidence. He also learnt from his

lawyer that the Municipal Council has protest-

ed against the seizure of his goods, which was

carried out without reference to them and

without the assistance of their officials.

Intimations.

DONE BY TRYING

Nobody can tell what he can do till he tries. When a thing ought to be done the modern spirit moves us to keep working away at it until it is done. In the face of this idea the "impossible" vanishes. Where there's a will, there's a way. "If we could but rob cod liver oil of its sickening taste, and smell, and then combine it with two or three other ingredients we should possess the best remedy in the world for certain diseases that are now practically incurable." So said a famous English physician twenty-five years ago. "But it will never be done," he added. "You can no more turn cod liver oil into a pleasant palatable medicine, than you can turn the Codfish itself into a Bird of Paradise." Yet he lived to admit that in

WAMPOLE'S PREPARATION the "impossible" had been accomplished. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites, Extracts of Malt and Wild Cherry. This remedy is freed from the bad peculiarities Dr. Frothingham so deplored, and it is precisely the splendid medicine he wished for. Use it freely and confidently for Anemia, Hysteria, Wasting Complaints, Blood Impurities, Asthma, and Throat and Lung Troubles, Dr. W. H. B. Atkins, F. R. C. P., London, M. D. C. M., Victoria University, M. B., Toronto University, Consulting Physician to Home for Incurables, Physician to Toronto General Hospital, says: "I am much pleased to state that the results from using Wampole's Preparation of Cod Liver Oil have been uniformly satisfactory; it appeared to me as being prepared according to correct scientific principles." It increases the appetite and influences the digestion of food; it is delicious to take, will not disappoint you and is effective from the first dose. "It represents the dawn of progress." At chemists everywhere.

THE HONGKONG VOLUNTEER RESERVE ASSOCIATION.

THE SECOND ANNUAL GENERAL MEETING OF THE MEMBERS will be held at the CITY HALL on TUESDAY, the 19th March, 1907, at 5.30 P.M.

Sir F. ENRY-BERKELEY, K.C., Chairman of the Association, will preside.

G. H. WAKEMAN,

Hon. Secretary.

Hongkong, 12th March, 1907. [310]

F. BLACKHEAD & CO.,

SHIP-OHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES.

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIRT STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong 7th March, 1907. [45]

Notice of Firm.

NOTICE.

MR. HERBERT RICHARD BUDD

HANCOCK is this day authorised to

SIGN the name of our Firm.

SHEWAN, TOMES & Co.

Hongkong, 15th February, 1907. [33]

Public Companies.

THE HONGKONG AND KOWLOON

WHARF AND GODOWN CO. LD.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY AN-

NUAL MEETING OF SHARE-

HOLDERS will be held at the City Hall, on

WEDNESDAY, the 20th March, at 12.15 P.M.,

for the purpose of receiving the Report of the

Directors and the Statement of Accounts for

the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company

will be CLOSED from the 14th to the 20th

March, both days inclusive.

EDWARD OSBORNE,

Secretary.

Hongkong, 11th March, 1907. [318]

THE HONGKONG ROPE MANUFACTURING CO. LTD.

THE TWENTY-THIRD ORDINARY

ANNUAL MEETING OF SHARE-

HOLDERS will be held at the City Hall, on

WEDNESDAY, the 20th March, at 12.15 P.M.,

for the purpose of receiving the Report of the

Directors and the Statement of Accounts for

the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company

will be CLOSED from the 14th to the 20th

March, both days inclusive.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 11th March, 1907. [100]

Public Companies.

THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"MACEDONIA,"
Captain C. D. Bennett, carrying His Majesty's Mails, will be despatched from this for LONDON via BOMBAY, on SATURDAY, the 23rd March, at Noon, taking Passengers and Cargo for the above Ports.

This Vessel is due at Massilia on the 20th and at London on the 27th April, 1907. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 13th March, 1907.

CHINA COMMERCIAL S.S. COMPANY. NOTICE.

THE Steamer

"MARIE" will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, on the 25th March, 1907.

For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., Hotel Massion.

Hongkong, 5th March, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched as above, on SATURDAY, the 27th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th March, 1907.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN,"
Captain Chabonnet, will be despatched for MARSEILLES on TUESDAY, the 19th March, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. ERNEST SIMONS 2nd April.
S.S. POLYNESIE 16th April.
S.S. VILLE DE LA CIOTAT 30th April.
S.S. SALAZAR 14th May.
S.S. OCEANIE 28th May.
S.S. TOURANE 11th June.

G. DE CHAMPEAUX, Agent.

Hongkong, 7th March, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Lyra	4,417	H.C. Armstrong	13th April
Shawmut	9,606	E. V. Roberts	1st May
Tremont	9,606	T. W. Garlick	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screwed Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 7th March, 1907.

Intimations.

CUTLER, PALMER & CO. WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA. ESTABLISHED 1815.

COGNAC

	One Case.	One Case.
	Qts.	Pts.
COGNAC	\$21.50	—
	19.00	—
	16.00	—
	19.00	—
	12.00	—
	10.00	—
	19.00	—
	13.00	—
	19.00	—
	15.25	—
	38.50	40.50

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Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KEMPSON & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROPRIATE RETURNS AT PRESENT MARKETS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	20,000	\$125	\$125	{ £1,000,000 \$11,000,000 \$250,000 £12,735 \$150,000 }	\$1,721,558	{ £1.15/- and bonus of £1 @ Ex. 2/3 = \$24.33 making \$40.80 for 1906	4 1/2 %	\$200 sellers London 100
National Bank of China, Limited	99,925	£7	£6	{ £12,735 \$150,000 }	\$74,099	\$2 (London 3/6) for 1905	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,675,000 \$200,000 }	\$233,638	\$20 for 1905	6 1/2 %	\$200
North China Insurance Company, Limited	10,000	£15	£5	{ £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 185,529	{ Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 80 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 £40,000 \$331,131 \$1,153,844 \$569,279 \$800,000 \$61,278 \$15,527 \$1,000,000 \$370,449 \$7,610 \$129,083 }	\$2,702,271	Interim div. of 3/- for 1905	5 %	\$835 buyers
Yangtze Insurance Association, Limited	10,000	\$100	\$60	{ \$1,000,000 \$370,449 \$7,610 \$129,083 }	\$508,334	\$12 and 13 special dividend in 1904	9 1/2 %	\$165 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$2,000,000 \$370,449 \$7,610 \$129,083 }	\$1,629,800	\$6 and bonus \$2 for 1905	8 1/2 %	\$90
Hongkong Fire Insurance Company, Limited	10,000	\$250	\$50	{ \$1,000,000 \$370,449 \$7,610 \$129,083 }	\$435,235	\$20 for 1905	11 %	\$342 1/2
SHIPPING.								
China and Manila Steamship Company, Limited	20,000	\$25	\$25	{ \$7,000 \$264,638 \$93,502 \$250,000 \$600,000 \$144,366 £100,000 £280,958 £3,999 Tls. 40,000 £40,000 £4,144 \$6,000 \$32,957 Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200 }	\$365	\$1 for 1906	5 1/2 %	\$18 ex div.
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$264,638 \$93,502 \$250,000 \$600,000 \$144,366 £100,000 £280,958 £3,999 Tls. 40,000 £40,000 £4,144 \$6,000 \$32,957 Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200 }	Nil.	\$2 1/2 for year ended 30.6.1906	7 1/2 %	\$35
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	10,000	\$15	\$15	{ \$7,000 \$264,638 \$93,502 \$250,000 \$600,000 \$144,366 £100,000 £280,958 £3,999 Tls. 40,000 £40,000 £4,144 \$6,000 \$32,957 Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200 }	\$20,170	\$1 for 2nd half-year making \$200 for 1906	6 1/2 %	\$30
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ \$7,000 \$264,638 \$93,502 \$250,000 \$600,000 \$144,366 £100,000 £280,958 £3,999 Tls. 40,000 £40,000 £4,144 \$6,000 \$32,957 Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200 }	£2,412	10/- @ ex. 2/1 9/16 = \$4.69	5 1/2 %	\$82 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Ts. 50	Ts. 50	{ \$7,000 \$264,638 \$93,502 \$250,000 \$600,000 \$144,366 £100,000 £280,958 £3,999 Tls. 40,000 £40,000 £4,144 \$6,000 \$32,957 Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200 }	Tls. 23,150	{ Interim div. of Tls. 2 1/2 @ 1906 Interim div. of Tls. 2 1/2 @ 1906 1/- (Coupon No. 7) for 1906	6 1/2 %	Tls. 5 1/2 sellers Tls. 50 buyers 42 1/2 ss. and b.
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ \$7,000 \$264,638 \$93,502 \$250,000 \$600,000 \$144,366 £100,000 £280,958 £3,999 Tls. 40,000 £40,000 £4,144 \$6,000 \$32,957 Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200 }	\$218	{ \$1.50 for year ending 30.6.1906 \$0.75 }	5 %	\$30
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$7,000 \$264,638 \$93,502 \$250,000 \$600,000 \$144,366 £100,000 £280,958 £3,999 Tls. 40,000 £40,000 £4,144 \$6,000 \$32,957 Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200 }	£218	{ \$1.50 for year ending 30.6.1906 \$0.75 }	3 1/2 %	\$30
Taken Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ \$7,000 \$264,638 \$93,502 \$250,000 \$600,000 \$144,366 £100,000 £280,958 £3,999 Tls. 40,000 £40,000 £4,144 \$6,000 \$32,957 Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200 }	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 1/2 %	T. Tls. 50 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$850,000 \$450,000 \$86,129 none Tls. 100,000 }	\$409,974	Final of \$15 making \$2 1/2 for 1905	21 %	\$118 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$850,000 \$450,000 \$86,129 none Tls. 100,000 }	\$1,132,388	\$1 for 1907	—	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$850,000 \$450,000 \$86,129 none Tls. 100,000 }	Tls. 8,935	Tls. 4 (8 1/2) for year ending 31.8.06	5 1/2 %	Tls. 75 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £110,000 \$26,011 none £1,873 }	£12,546	{ Final of 1/- (No. 7) making 2/- for year ended 28.2.06	5 %	Tls. 13 buyers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ £110,000 \$26,011 none £1,873 }	G. \$909,050	Interim of 50 cents for account 1906	10 %	G. \$10
Phuau Australian Gold Mining Company, Limited	50,000	£1	£1	{ £110,000 \$26,011 none £1,873 }	£1,873	No. 12 of 1/- = 48 cents	—	\$8 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000 \$65,160 \$20,000 \$40,933 \$500,000 \$188,000 \$1,000,000 Tls. 487,210 Tls. 57,065 none Tls. 5,668 }	\$8,915	\$2 for 1905	10 %	\$20
Hongkong & Kowloon Wharf and Godown Co., Ltd. ...	40,000	£10	£10	{ \$70,000 \$65,160 \$20,000 \$40,933 \$500,000 \$188,000 \$1,000,000 Tls. 487,210 Tls. 57,065 none Tls. 5,668 }	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$103
Whang and Whampoa Dock Company, Ltd.	10,000	£10	£10	{ \$70,000 \$65,160 \$20,000 \$40,933 \$500,000 \$188,000 \$1,000,000 Tls. 487,210 Tls. 57,065 none Tls. 5,668 }	\$40,933	\$6 for 2nd half-year making \$12 for 1906	9 1/2 %	\$130 buyers
New Amoy Dock Company, Limited	10,000	£10	£10	{ \$70,000 \$65,160 \$20,000 \$40,933 \$500,000 \$188,000 \$1,000,000 Tls. 487,210 Tls. 57,065 none Tls. 5,668 }	\$2,221	\$1 for 1905	8 1/2 %	\$12 1/2
Shanghai Dock and Engineering Co., Ltd.	10,000	Tls. 100	Tls. 100	{ \$70,000 \$65,160 \$20,000 \$40,933 \$500,000 \$188,000 \$1,000,000 Tls. 487,210 Tls. 57,065 none Tls. 5,668 }	\$1,397	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 105 sales
Shanghai and Hongkew Wharf Company, Limited	20,000	Tls. 100	Tls. 100	{ \$70,000 \$65,160 \$20,000 \$40,933 \$500,000 \$188,000 \$1,000,000 Tls. 487,210 Tls. 57,065 none Tls. 5,668 }	Tls. 57,065	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 23 1/2 sellers
Do. do. do. (new)	2,500	Tls. 100	Tls. 100	{ \$70,000 \$65,160 \$20,000 \$40,933 \$500,000 \$188,000 \$1,000,000 Tls. 487,210 Tls. 57,065 none Tls. 5,668 }	none	—	—	Tls. 22 1/2
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ \$70,000 \$65,160 \$20,000 \$40,933 \$500,000 \$188,000 \$1,000,000 Tls. 487,210 Tls. 57,065 none Tls. 5,668 }	Tls. 5,668	Tls. 18 for 1905	7 1/2 %	Tls. 23 1/2 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none \$30,000 none none none none none Tls. 869,993 Tls. 170,000 none }	none	First year	—	Tls. 10 1/2 sellers
Asiatic Hotel Company, Limited (Shanghai)	10,000	£25	£25	{ none \$30,000 none none none none none Tls. 869,993 Tls. 170,000 none }	\$8,418	\$3 for year ended 30.6.1906	10 %	\$30 sellers
Central Stores, Limited	10,000	\$15	\$15	{ none \$30,000 none none none none none Tls. 869,993 Tls. 170,000 none }	\$2,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	10,000	\$15	\$15	{ none \$30,000 none none none none none Tls. 869,993 Tls. 170,000 none }	—	7 % on \$1 for 1905	—	\$16 buyers
Do. (Founders)	10,000	\$15	\$15	{ none \$30,000 none none none none none Tls. 869,993 Tls. 170,000 none }	—	None	—	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ none \$30,000 none none none none none Tls. 869,993 Tls. 170,000 none }	\$71	\$5 for second half-year making \$10 for 1906	8 1/2 %	\$118
Hongkong Land Investment and Agency Co., Ltd. ...	10,000	\$100	\$100	{ none \$30,000 none none none none none Tls. 869,993 Tls. 170,000 none }	\$5,218	Final div. of \$3 1/2 making \$7 for 1906	6 1/2 %	\$107 buyers
Hotel des Colonies Company, Limited	10,000	Ts. 25	Ts. 25	{ none \$30,000 none none none none none Tls. 869,993 Tls. 170,000 none }	Tls. 1,935	Final of 6 % = 10 % for 1905	10 1/2 %	Tls. 15 1/2
Hotel Metropole Company, Limited	20,000	\$100	\$100	{ none \$30,000 none none none none none Tls. 869,993 Tls. 170,000 none }	\$4,699	Final of \$6 making \$10	13 1/2 %	\$80
Imperial Estate & Finance Company, Limited	10,000	\$10	\$10	{ none \$30,000 none none none none none Tls. 869,993 Tls. 170,000 none }	\$1,167	80 cents for 1906	7 1/2 %	\$11.20 sellers
Kowloon Land and Building Company, Limited	6,000	\$30	\$30	{ none \$30,000 none none none none none Tls. 869,993 Tls. 170,000 none }	\$1,089	\$2 1/2 for 1906	6 1/2 %	\$37 1/2
Shanghai Land Investment Company, Limited	20,000	Tls. 50	Tls. 50	{ none \$30,000 none none none none none Tls. 869,993 Tls. 170,000 none }	Tls. 86,993	Final div. of Tls. 3 & bonus Tls. 1 (old sh.) & div. of 75 cts. & bonus of 1 cts. (new sh.) for 1906	7 1/2 %	Tls. 10 1/2 sales
Do. do. (new issue)	20,000	Tls. 50	Tls. 50	{ none \$30,000 none none none none none Tls. 869,993 Tls. 170,000 none }	—	Final div. of \$2.10 making \$4.10 for 1906	8 1/2 %	Tls. 6 1/2 sellers
West Point Building Company, Limited	12,500	Tls. 50	Tls. 50	{ none \$30,000 none none none none none Tls. 869,993 Tls. 170,000 none }	\$1,519	—	—	\$10
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939 \$110,000 }	Tls. 64,986	Tls. 10 for year ended 31.10.1906	13 1/2 %	Tls. 74 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 150,000 Tls. 45,939 \$110,000 }	\$21,600	\$1 1/2 for the year ending 31.7.06	10 1/2 %	\$12
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 Tls. 45,939 \$110,000 }	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 1/2 %)	8 1/2 %	Tls. 68 sellers
Laon-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 150,000 Tls. 45,939 \$110,000 }	Tls. 31,499	Tls. 8 for 1906	7 %	Tls. 105 sales
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 100	Tls. 100	{ Tls. 150,000 Tls. 45,939 \$110,000 }	Tls. 50,663	Tls. 10 for 1906	13 1/2 %	Tls. 370
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none £814 \$1,097 \$1,				

The Hongkong Telegraph

MAIL SUPPLEMENT.

(ESTABLISHED 1861.)

NEW SERIES No. 5410

第三期月二年三十三緒光

SATURDAY, MARCH 16, 1907.

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CONTENTS.

Births, Marriages and Deaths.

Leading Articles.

America's Navy in the Far East.

A German Naval Visit.

Philippine Customs Refund Payment.

The Question of Subsidiary Coins.

Hongkong Bank Shares.

Canton Railways.

Supreme Court Affairs.

The Indian Immigrant in Canada.

Telegram.

The Siam Piracy.

Meetings.

China and Manila S.S. Co., Ltd.

Green Island Cement Co., Ltd.

Cao, Fenwick & Co., Ltd.

The Soy-Chee Cotton Spinning Co., Ltd.

Legal Intelligence.

Criminal Sessions.

Police.

Benefit of the Doubt.

Vegetable Vendor Done to Death.

Lukong, Maid-servant and Sugar Dumplings.

Ex-District Watchman's Error.

A Gruesome Discovery.

A Scheme that Failed.

The Small-pox Case.

Correspondence.

The Hongkong and Whampoa Dock Co.

Miscellaneous Articles and Reports.

Attempted Invasion of Hongkong.

A Coxswain's Heroism.

"Wolf"—And there was no Wolf.

Godown on Fire.

Fire Inquiry Expected.

The Hongkong & Kowloon Wharf & Godown Co., Ltd.

Hongkong Rope Manufacturing Co., Ltd.

The Union Insurance Society of Canton, Ltd.

The Anglo-French Land Investment Co., Ltd.

The German Mail.

The Wreck of the *Robert Cooke*.

Wanted by the Police.

Public Companies.

Property Sales.

Fashionable Chinese Marriage.

The Royal Hongkong Golf Club.

Hongkong Volunteer Reserve Association.

Tung Lo Lane Fire.

Water House.

Shamson Public Edifices.

S. S. *Hongkong* Refractory.

Canton Foreign Secretary.

Arrival of H.M.S. *Spartan*.

Mr. F. J. Mayers.

Proposed Hospital at Canton.

Sale of Launch *Agnarda*.

Canton Day by Day.

The Wreck of the *Dakota*.

The Chinese Revolutionary Movement.

The Burning of the *Netherland*.

Chinese Sailors Strike.

Unofficial Chinese.

Manchurian Administration.

The Late Mixed Court Incident.

Trade Marks in China.

The Chit System.

Canton-Kowloon Railway.

Boston S. S. Co.

The Shanghai General Hospital.

The Case of Prince Min Yung-ik.

H.E. Wu Ting Fang.

Dr. Morrison's Journey.

The Japanese Imperial Mission.

The Japan-China Steamship Company.

Japan Sugar Monopoly.

The Russian Sugar Industry.

Suicides in Japan.

The Kirin Brewery Co.

Timely Rescue from Drowning.

Foreign Companies in Japan.

The Nagasaki Hotel.

Dockyards in Japan.

The Japanese Earthquakes of the Past Thirty Years.

Cattle Breeding in Japan.

The Shans Market.

A Great Future for China.

Philippine Customs Duties.

A Seedless Mango.

Commercial Warfare.

Preserves in Siam.

Commercial.

Weekly Share Report.

Yarn Market.

Freight Market.

Exchange.

Local and General.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, MARCH 16, 1907.

AMERICA'S NAVY IN THE FAR EAST.

(5th March.)

The fact that the naval authorities of the United States have decided to augment the American fleet in Far Eastern waters will be of interest not merely to those who attempt to gauge the designs of the New World Power, but also by that large section of the community whose commercial prosperity is likely to be increased by the presence of a large fleet which has its base at Manila. No details are yet to hand, and it is probable that no definite arrangements have yet been made as to the number and character of the vessels which are to be placed under Admiral Brownson's command, but it is believed in San Francisco that at least one additional battleship and two cruisers, besides several craft of smaller size, will be commissioned to cruise in the Far East, so that the American fleet will be a very substantial factor in maintaining peace in this part of the world. For some time past, the Government of the United States have been building warships at a rate which, if continued, must eventually bring the Republic into line with the older maritime nations of Europe. It is no secret that America intends to outstrip her rivals as a Naval Power in so far as ships, men and material are concerned, and with that object no Briton can find the slightest fault. The stronger America becomes, the greater the likelihood that peace will be maintained, and security of life and property assured, not only for her own nationals but for all who belong to the great Anglo-Saxon-speaking race. It is not suggested that the United States Government hope to build men-of-war which, as regards numbers, will exceed the aggregate of the floating war engines flying the St. George's Cross, but she is undoubtedly bent on securing second place amongst the Naval Powers, an ambition with which there is no reason for us to quarrel. Now that she has adopted a policy of Imperialism, fortuitously brought about by the acquisition of the Philippine Islands, the United States cannot afford to neglect her new subjects or fail to afford them that tangible evidence of protection which is made manifest by the presence of flying squadrons which can sweep the seas from Singapore to Sasebo. Fortunately, Great Britain and the United States are on the best of terms, and he would be rash who would dare to prophesy that any rupture in the diplomatic relations of the two countries could conceivably occur now or henceforth. There may be some who will see in the strengthening of the American fleet in the Pacific a warning to Japan, but that idea may be dismissed as chimerical. The alliance subsisting between the United Kingdom and Japan is quite sufficient to guarantee that and questions arising between Japan and America, in which the *amour propre* of either country may be concerned, will be settled amicably. No one would dream for a moment that Great Britain or the United States would allow their commercial interests to be jeopardised by the intrusion of comparatively minor affairs affecting the internal economy of another Power. As a matter of fact, a writer in a recent number of the *San Francisco Chronicle* declares that within a very few years the navies of Great Britain and America will be sufficiently powerful in combination to compel the peace of the world. Here, then, is the aim of the Hague Peace Conference settled almost before the representatives of the nations have begun to discuss the terms of the peace convention. For, as the augmentation of the United States Pacific fleet, will unquestionably lead to more frequent visits by the Philippine squadron, our relations are certain to become closer. It is possible that with American co-operation the emetics and disturbances which frequently occur in South China will be suppressed once and for all, without reference to the authorities who are either so weak and impotent or so supremely callous to the functions of their office that they have so far failed to stamp out disorder. Another reason for the proposed increase in the naval strength of America in the Far East is, doubtless, due to the fact that when the Panama Canal is completed there will be ample scope for the Navy of our kith and kin to establish a judicious system of naval patrols in the Pacific, but it is rather early in the day to give consideration to that point. The great matter for congratulation is that despite the withdrawal of the British squadron of battleships from the China Station we can rest in the knowledge that with a powerful and friendly Navy at hand we need have no fear regarding the outcome of any possible contention of circumstances that may arise in the future.

BANGKOK FIRES.

Within the past lustrum, there have been innumerable fires in Bangkok, the damage in several cases amounting to millions of ficals. Entire districts have been gutted, and the face of the city altered, yet no lesson seems to have been learned by the authorities from these repeated outbreaks. They appear to accept these visitations as acts of fate, and proceed on the even tenor of their way without giving a thought to the probable cause of the fires. Buildings of stony

and wooden shanties are erected on the ruins of the former structures, passage-ways of little or no breadth are constructed, and the old condition of things is allowed to prevail. No attempt is made to guard against another conflagration, nothing is done to permit of the restriction of an outbreak within a narrow area, and the result is that when a careless householder overturns the inevitable cheap lamp the entire district is consumed in smoke. It is little wonder then that fire insurance companies fight shy of a city where the most ordinary precautions against fire are ignored, where the fire brigade appliances are antiquated and inadequate, where the water supply is utterly neglected, and where the authorities make no effort to better matters. Even the Palace itself is not exempt from these periodical occurrences, and only the fact that hundreds of soldiers and sailors are pressed into service as firemen on such occasions explains the existence of the various temples and pagodas within the royal bounds at the present day. Bangkok is hopelessly behind the times so far as the observance of sanitary and hygienic principles are concerned, but there is the possibility that, in consequence of the vigorous articles which have appeared in the Press of that city lately, there may be an improvement in the near future. There is ample room for improvement, as every resident admits, but the sole question is whether the authorities will awaken to a sense of their responsibilities. The newspaper exchanges from Bangkok show that at least the foreign element in the community is alive to the necessity of measures being taken to prevent so far as possible the destruction of valuable property by fire. In this connection, it must be remembered that Hongkong is not altogether a disinterested onlooker at the course of events. The fire insurance companies whose headquarters are in this Colony are intimately concerned, for their business extends to the realms of King Chulalongkorn. Only the other day, the chairman of the China Fire Insurance Company, Ltd., when announcing that the operations of the company during the past year had proved exceptionally successful, remarked, more in an aside than as part of the report which he had to submit, that "since the New Year has opened we have been involved in a somewhat serious loss by a conflagration at Bangkok." In other words, the shareholders need not hold too buoyant a view of the results which will have to be reported at the next meeting. And all this is due to the apathy, the criminal carelessness of those who are appointed to preserve the amenities of Bangkok. If the China Fire Insurance Company is involved we may be absolutely certain that other companies have not escaped. The insurance agents in Bangkok may be clever men, well able to judge whether it is advisable to underwrite fire risks, but while the buildings which they insure may be acceptable as insurable properties in every respect, the surrounding dwellings may possibly invite wide-spread destruction in the event of fire. A writer in the Press of Bangkok speaks out clearly on this point. He remarks: "Bangkok through its fires has such a bad reputation in insurance circles that many of the companies are considering the advisability to retire from underwriting in Siam; others have already given instructions to confine risks to certain people and places. It is appalling to consider what the consequences to trade will be if the dealer is unable to cover the risk of fire. One has to know that practically the entire trade is carried on credit. Hardly any cash transactions will take place, unless the Government quickly, forcefully and methodically steps in to remove the risks." It should be stated that there are no rules and regulations in Bangkok as to the storage of kerosene and inflammable goods generally—or, to be on the safe side, there appears to be none. Any small dealer can stock his attap shed with goods which are liable to bring ruin to the whole neighbourhood. Once a fire starts in the congested areas—and the greater part of Bangkok is one grand congested area—it is practically impossible to check its progress until it has burned itself out, which usually means when it has swept to the water's edge. For a city which pretends to be in the hands of enlightened officials, where motor-cars are all the rage, and modern inventions are looked upon with a certain degree of favour, Bangkok is woefully deficient in this matter, which is apt to bring upon it the scorn and opprobrium of every civilised community. The authorities will certainly get no sympathy from the shareholders of those fire insurance companies which are doing business in that city. Is it not about high time that public opinion in Bangkok should make itself heard, and heard so imperatively that the officials will be compelled to mend their ways so that the city may no longer be subject to the devastating effects of wholesale fires?

PHILIPPINE CUSTOMS REFUND PAYMENT.

(12th March.)

The brief notice given in our issue of last evening of the appropriation by the U. S. Congress of \$7,700,000 due to Messrs. Warner, Barnes & Co. of Manila, must come as a piece of welcome news to some of our merchants here in Hongkong whose claims for refunds of the Customs duties are still pending in the Washington tribunal. It may be explained that the case of Messrs. Warner, Barnes & Co., with that of Messrs. Peabody & Co., was a test case. Messrs. Barnes' success, therefore, means that the other claims will also have to be met and that something like four million dollars will be turned over to Manila's merchants. The judgment just provided for by Congress, was not included in Secretary Taft's retroactive legislation of the last session and hence was not suspended, as are the balance of the claims, pending a final determination of the legality of the Secretary's measure. Mr. John V. Haussermann, of Haussermann, Cohn, Williams, and Van Dyke, attorneys for claimants, said, when interviewed by a representative of the *Manila Times*: "The news just received is most encouraging. While, of course, the appropriation affects only the single case of Warner, Barnes & Co., Ltd., it goes to show the will of Congress to settle promptly the nation's indebtedness. All the claimants may therefore take encouragement from this action, since Congress has now irrevocably committed itself to the payment of these claims. As soon, therefore, as the Supreme Court, on the appeal now before it in the case of Heinzen & Co., confirms the illegality of Secretary Taft's retroactive measure (which blocked the other claims) and the claims that follow the test case come up for appropriation by Congress, that body will find itself bound by its recent precedent and unable to yield to any influence that may be exerted by Secretary Taft either to prevent or delay payment of the claims that will be reduced to judgment with the final decision of the case of Heinzen and Co. I am fully expecting the Heinzen and Co. case to be finally determined by the Supreme Court during the coming winter. If so, the claims of all those who have perfected their proofs should be reduced to judgment in time for inclusion in the general deficiency bill of the summer of 1908. We will, of course, be unable to secure payment of a large number of the claims filed in such a short time, because, for some unaccountable reason, some of our clients who are among such claimants are negligent, in furnishing us with the documents and proof necessary to perfect their claims. Such apathy seems strange in view of the continual success in advancing their interests—perhaps this last bit of encouragement may induce them to move."

A GERMAN NAVAL VISIT.

(12th March.)

The visit of the German flag-ship to the Philippines appears to have evoked a manifestation of cordial welcome from the officials and press in the American dependency. The same feeling of cordiality was extended to our Teutonic friends as was tendered to the British fleet on the memorable visit of the British fleet to Philippine waters last year. Commenting on the recent call paid by Admiral Breusing's flag-ship to Manila last week, the local *Times* observes that the exchange of courtesies between the officers of the German cruiser *Furst Bismarck* and the representatives of the American Government in those islands

though by their official nature partaking more or less of the perfunctory and formal yet give evidence of more cordiality than is usually associated with such greetings. And it is extremely proper that it should be so. At no time have the relations between the two countries been more friendly. A most welcome change has taken place since the day of '98. This change has been effected largely by the Kaiser on the one hand and President Roosevelt on the other, each seeking in the other means to admire and each endeavouring to promote, with no unfair discrimination, against other nations, a cordial understanding and a mutually benevolent regard between the two peoples. As a manifestation of this cordiality the present courtesies with their note of friendliness is a matter for congratulation. The excellent band carried by the *Furst Bismarck* is made the subject of favourable comment in the Philippine capital. The merits of their performance are too well known locally to need to be enlarged in Hongkong, but it is pleasing to observe with what interest the music-loving public in Manila were anticipating the public performance of that fine band. Our contemporary remarks: "Incidentally, we believe Manila would still more appreciate the visit of our German friend if given the chance to listen to the band of the *Furst Bismarck*, which gets the name of being one of the finest in the German navy. We understand Hongkong and in fact nearly every port at which the German cruiser has called has been given the pleasure of hearing the band play, and it seems fitting that Manila be included in the list of the band's beneficiaries. We suggest that four municipal authorities take time by the forelock and request the services of the band for an evening concert on the Luneta. We feel sure the commander of the *Furst Bismarck* will gladly oblige."

THE QUESTION OF SUBSIDIARY COINS.

(14th March.)

When the aged ruler of the two Kwang provinces passed through Hongkong some months ago in order to assume the office vacated by Viceroy Shun, his advent was hailed as a propitious sign of the times, when the reactionary policy of his predecessor would give place to a new and enlightened system of government which did not depend upon a number of shibboleths for its success. Viceroy Chow Fu, at a banquet given in his honour by native residents, gave utterance to some admirable sentiments regarding the mutual friendship and co-operation which should subsist between Hongkong and Canton, and expressed the view that China could not afford at this stage of its progress along Western lines to dispense with the advice and assistance tendered by foreigners. Such a declaration was distinctly antithetical to anything said by the previous Viceroy, and gave rise to the highest hopes among those who desire to see the Government of Canton in rapport with that of Hongkong. Whether we shall see those hopes fulfilled is another question, for there has been little indication that the Chinese authorities are inclined to forsake the rut in which they have travelled for so long a space. Take, for example, the Weiseng Lottery Monopoly which has been revived in utter disregard of the cogent reasons which led to its extinction last year. It was a recognised fact that the existence of the lottery in Canton attracted bands of the worst section of Chinese subjects to the Southern capital, led to all manner of crimes by unsuccessful gamblers, was in no small measure responsible for the increase in piracy and the commission of cold-blooded murders, and, in fine, was a source of contamination to all who came within its scope. But the monopolists, having advanced the necessary \$100,000 to the provincial coffers are regarded with something akin to affection, and the viceregal authorities have not shown themselves over-zealous in handling the besmirched coin. This leads us to another question which it was expected would receive honest consideration when Viceroy Chow Fu came into power. The venetian tyro in financial affairs has some knowledge of the unsettling effect which the dispersal of a super-abundance of Chinese subsidiary coin has had on trade generally in Hongkong. The new Viceroy, acting up to his public announcement that he would endeavour to co-operate with the authorities in this Colony in all that was calculated to advance the interests of the two centres of trade in South China, was induced to promise that he would restrict the output of subsidiary coins from the Canton Mint, while, on the other hand, the Government here arranged to refuse admission to additional tokens of the smaller values pending a readjustment of the financial situation. It was confidently believed that the combined action of the British and Chinese authorities would have the effect of raising within a short time the value of the depreciated coins and lower the discount on the product of the Canton Mint, with the result that the depression in trade would eventually disappear and fresh stability and encouragement be given to the commerce of Hongkong and Canton. The Hongkong Government loyally adhered to the arrangement, and returned some \$200,000 in subsidiary coins which had been sent out for circulation by the British Mint. But while the Viceroy of the two Kwang allowed it to be known that he had ordered the daily output of the Canton Mint to be reduced by something like 50 per cent., the issue of twenty cent pieces being dealt with in particular, there appear to have been grounds for suspicion that if the actual coins sent into circulation had been diminished, the Mint had made no effort to reduce the total number of coins produced. At all events, no other deduction seems possible when it is stated, according to our Canton correspondent, that the British Consul-General considered it expedient to represent to the Viceroy the fact that the market was being swamped with Chinese subsidiary coins to the detriment of all legitimate trade and to the loss of merchants generally. In answer to the Consul-General, the Viceroy obligingly stated that the Canton Mint would be rigidly closed against the production of twenty cent pieces for the next three months. On the face of it, such prompt action seems to show the Viceroy in a very cordial and lenient light, gracious to the point of embarrassment, but there may be more in it than meets the

THE SUGAR TRADE.

(15th March.)

Time and again attention has been called in these columns to the determination of the Japan sugar-refining companies to rigidly exclude foreign sugar from entering Japan to compete with the locally refined product. That we did not raise any alarmist note in the warning given and opinions expressed, the vigorous debate in the Diet on the Sugar Tax Reimbursement Bill, furnishes ample evidence. The Japanese refineries are most jealous of the markets which, rightly or wrongly, they have come to consider as their close preserves. Their strenuous efforts to get a foothold in the markets of northern China to the exclusion of the Hongkong article have already been commented upon. Reference has also been made to the fact that, assisted by a favourable rate of exchange, Japan's refined sugar has found its way into the Colony to rival the

staple commodity of our own refineries. From the latest Kobe exchanges to hand to-day Germany is once again making a fresh bid to push the sale of beet sugar in the markets of the Far East. The *Japan Chronicle*, from which we gather the information, learns from a vernacular contemporary, that the demand for German sugar (*shiro sarama*) has largely increased in Japan, and importations are increasing. Alarmed at this, the Japan Sugar Refining Company has begun to manufacture sugar of the same quality for the purpose of checking the importation of the German product, and recently sold S. L. quality at ¥15.05 per 100 kin, 50 or 60 sen cheaper than the German sugar. This underselling has greatly reduced the number of Japanese merchants giving contracts for importation of German sugar, and the Japanese sugar-refining company is expected to attain its object in stopping the import of the German article. Thus we see another evidence of the determination animating Japanese manufacturers to retain their markets exclusively for their own factories.

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(14th March.)

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HONGKONG BANK SHARES.

(15th March.)

Those who are interested in the affairs of the Hongkong and Shanghai Banking Corporation have already gained a comparatively clear idea of the terms on which it is proposed to increase the capital of the Bank, but a circular which has been issued to the shareholders conveys in a more lucid and succinct form than has yet been given, the intentions of the directors. As the chairman stated at the recent half-yearly meeting of the shareholders of the Corporation, it is desired to increase the capital, at the present time, from \$10,000,000 to \$15,000,000, but the proposal is to be submitted to the extraordinary meeting which is to take place on 31st May next will invest the directors with the power of securing an amendment of the Ordinance whereby the capital may be increased from \$10,000,000 to \$20,000,000 should the necessity arise, or the directors deem it desirable at any future date to advance the capital to the larger figure. In the meantime, the shareholders will not be called upon to express an opinion as to the larger sum, but to sanction the contemplated increase of \$5,000,000, leaving it open for the board, to approach the shareholders on some later occasion with the object of still further advancing the capital under the provisions of the amended Ordinance. In the circular which the Corporation has issued, shareholders are reminded that the capital of the Bank was increased in 1899 from seven and a half millions to ten millions, but notwithstanding that enhanced figure at which the capital stands to-day, and the augmentation of the bank's funds by periodical additions to the reserve, the directors have been led to the conclusion that, in view of the continued expansion of trade in the Far East, with the additional demands on the resources of the bank in consequence of the Corporation's justified in recommending the new proposal to the support of the shareholders. From every point of view, the directors are of opinion that the prospects of trade and commerce in the Far East remain the same as in 1899, and that the Corporation's position is as strong as ever.

For months the Canton Mint has been working at full pressure, the employees turning day into night in order to meet the demands of the authorities. If, then, the circulation of the subsidiary coins was restricted what became of the surplus stock? Has it been allowed to accumulate in the Treasury vaults, till even Viceroy Chow Fu feels that the temporary suspension of the manufacture of twenty-cent pieces will in no way affect the Treasury's income? While he can argue with every appearance of ingenuous blandness that the Mint being closed, he cannot be held responsible for an over-stocked market in subsidiary tokens, what is there to prevent his disposal of the superfluous coins which were in all likelihood manufactured in view of the time when representations would be made by the British Consul-General? It would have been much more satisfactory if the British representative had not merely secured the closing of the Mint, but had exacted a clear and definite promise, that not a single subsidiary coin should be issued by the Treasury—other than those already in circulation—during the "close season." He should have pointed out distinctly that to withhold the issue of subsidiary coins by one department and show a blind eye to the distribution of the coins by another is not giving effect to the letter and spirit of the Hongkong-Canton authorities' arrangement. Of course, there is no proof that the Viceroy is a composite body like Dr. Jekyll and Mr. Hyde, but his Excellency's ready acquiescence in Mr. Mansfield's proposal is, to say the least, liable to be regarded with suspicion. / ready business has been so adversely affected by the unloading of the subsidiary coins in Hongkong that anything which will restore the credit of the tokens will be welcomed. Last week the depression in the yarn market was attributed to the depreciated currency, and the same holds true of practically every branch of trade. The bulk of the retail business in the Colony is done through the medium of coins of minor values, and if those coins are at a discount it stands to reason that dealers must advance the price of their goods in order to secure themselves against loss, with the result that the purchasing power of the consumer is reduced and the general overture diminished. But it is not merely in business that the subsidiary coin affects the community. At the end of every month the demand for \$1 bills on the Hongkong and Shanghai Banking Corporation is far in excess of the supply, which the Bank is empowered to make under statutory enactments. These bills are required for the payment of the school fees of pupils attending Queen's College, the school being a Government institution, refusing to accept the Chinese subsidiary coins, tendered in payment of fees. So that even education in Hongkong is handicapped by the influx of the coins, the actual amount which the scholars have to pay in excess being practically equivalent to a month's fees in twelve months. For all these reasons it will be deplorable if it should turn out that the Viceroy has been playing fast and loose with the Consul-General at Canton and speaking with his tongue in his cheek to the Government of Hongkong. We can only entertain the hope that our fears are without foundation, and that Viceroy Chow Fu may yet prove that his remarks while in Hongkong were not mere vapouring.

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SHAMEN PUBLIC EDIFICES.

NEW CUSTOMS QUARTERS.

LAYING THE FOUNDATION STATION.

[From Our Own Correspondent.]

Shamoen, 7th March.
Conspicuous among the edifices in course of erection here are those for the new offices of Messrs. Arnold Karberg & Co. and the quarters for the Customs Indoor Staff. The former forms a large three-story building and presumably will prove to be a very imposing structure, next to the premises of Messrs. Butterfield & Swire, whilst the latter occupies a large area on a site in the French Concession. The foundation stone of this building was laid by Mr. Commissioner Mayer today at noon in the presence of nearly all the Foreign Consuls and leading residents, and at the conclusion of the ceremony the company proceeded to the Coast Inspector's Office, where the customary toasts were heartily responded to.

The firm of Messrs. Purnell and Paget are to be congratulated in being the architects of this colossal building which, there is no doubt, will be one of the landmarks of the Concession. I am informed from a reliable source that a sum of \$15,000 gold for an American Consulate at Canton. The time is indeed ripe for the Americans to possess a building of their own in this principal port of southern China. Both the British and the French have their own Consulates in their respective concessions admirably suited for all requirements, and the Germans too, after many years, have now one of the finest buildings in Shamoen.

The Portuguese Government also has acquired a plot of ground, about two acres ago, and although plans have been prepared and submitted for a building of a commencement to build on it have been forthcoming, and I should not be surprised to see the Japanese Consulate, albeit in its infancy, located in a building of their own ere long.

PROPERTY SALES.

Acting under instructions from Messrs. Gold-rie and Barlow, mortgagee's solicitors, Mr. Geo. Lammer, auctioneer, put up for sale by public auction at his sales rooms in Duddell Street, on the 11th inst., the valuable leasehold property situated at Kowloon Tong, in the New Territory, in the Colony of Hongkong, comprising respectively the pieces of land situate at Kowloon Tong, and registered in the Land Office as Lots No. 22 and 413 of Survey District No. 4. The first comprising an area of 2.35 acres, and paying an annual Crown rent of \$7.05, and the second 1.19 acres, paying Crown rent \$4.07. At the last moment it was decided by the parties concerned to sell the property in two lots. Lot No. 1 being put up first, and falling to Mr. J. Busto when the bidding reached \$550. The second lot passed to Mr. C. B. de Rosa, for \$1,800.

The following lot of Crown land was let by public auction, at the offices of the Public Works Department on the 11th inst., the land being held for a term of 75 years from 15th July, 1898, with the usual option of renewal, and subject to the expenditure in rateable improvements, on the land of \$2,000. This lot is registered as Sai Kung inland lot No. 38, situated at Hang Hau, and containing 14,000 square feet, being subject to an annual rent of \$64. The upset price was \$200. This property was knocked down to Mr. L. Ping for \$290, being one bid of \$10 above upset price.

DR. MORRISON'S JOURNEY.

The substance of Dr. Morrison's telegram to *The Times* descriptive of his journey overland from Hankow to the Tonkin border was as follows:

From Hankow Dr. Morrison proceeded to Changsha, thence by river to Hengchow and by Chinese road 750 miles to Kweilin, Nanning (the newly opened port on the West River) and Lungchow, near the border. He found officials and people throughout equally friendly.

First-hand information on the spot revealed the recently reported rebellion on the borders of Kiangsi province as a local frontier disturbance exaggerated by nervous accounts sent from Changsha. It was easily suppressed in a few days by the modern-drilled troops sent from Hubei. The insurgent who have been represented as a powerful force equipped with modern magazine rifles were mostly scattered bands of disaffected villagers armed with ginsangs, spears and swords. The German engineers employed in the Ping-hiang collieries were required to withdraw to Changsha, where they remained for a month, but they saw no reason for that withdrawal and the work in the mines went on regularly, the train running to Liling on the river four times daily as usual.

Kwangsi province Dr. Morrison found to be now quite tranquil, policed by troops who are regularly paid and foreign-trained. The rebellion in this province had been repressed with such severity that the population had almost disappeared and it is now being re-peopled with Hunanese military settlers.

In regard to the opening of Nanning on January 1, Dr. Morrison noted the satisfactory fact that the settlement is being laid out at the expense of the provincial government and the regulations especially provide that the whole city and not the foreign settlement only will admit foreign goods without likin charges. The proposal to transfer the provincial Government to Nanning has been abandoned.

Dr. Morrison was much struck by the improved condition of the soldiers, who, while not approaching European efficiency, might be trusted to deal effectively with any local disturbance. He was still more impressed by the spread of western education; all the towns and many villages had school with foreign fittings. Frequently all the temples except the city temple and the Confucian temple had been converted into schools and colleges while students in semi-foreign dress were counted by thousands. There was no question of the widespread desire of the people to learn about foreign things. In Kweilin there were excellent preparatory, middle and high schools; also a class taught by a Frenchman, singing English glees to the music provided by a Japanese harmonium. There was, however, a regrettable dearth of good teachers, Japanese educational appliances specially prepared for Chinese use were to be found everywhere and every school had its physical and military drill.

Outside Chihli Dr. Morrison saw no evidence of attempts to enforce the recent opium regulations, but their nature had become well known through the native press and every school was an important anti-opium agency. Neither was any evidence of railway progress seen, though much talk of it was heard. The appointment of Yuan, lately Taoist of Shanghai, as director-general of the Hupan section of the projected Canton-Bankow railway had, unfortunately, destroyed what little confidence the people and gentry previously felt of the possibility of the line being built without foreign assistance. — *N. C. de New.*

S. S. "DAKOTA."

ABANDONED TO UNDERWRITERS.

11th March.
The Nippon Yusen Kaisha, local agents for the Great Northern Steamship Co., write us, under to-day's date:

"We beg to inform you that we have received telegraphic advice from our head office in Tokyo to the effect that the Great Northern S. S. Co. have abandoned the S. S. *Dakota* to the underwriters. Prospects of saving cargo are poor, but may possibly save some."

The *Kobe Herald* of 5th inst. says:—On inquiry, late this afternoon, we learnt that no further particulars of the mishap to the *Dakota* had been received at the local office of the N.Y.K. It has been stated that there were 3,000 Japanese labourers on the vessel, but we are informed that this is not correct. The *Dakota's* cargo is reported to have included 3,000 bales of raw cotton, and 350 tons general cargo for Kobe, with 1,500 bales of raw cotton and 420 tons, general cargo for Yokohama. She also had on board 40 tons of sundries for Nagasaki, 900 tons of cargo for Shanghai, and 2,150 tons for Hongkong.

The Yokohama branch of the N.Y.K. has received the following telegram:

Mar. 4, 1.15 a.m.—The *Dakota* is in great danger. Her forepart is under water, and the interior of the vessel is flooded. Immediate assistance is requested. All the passengers and crew are safe. Please make arrangements to send them to Yokohama.

Mar. 4, 2.20 a.m.—The *Dakota* has sunk. The *Minnesota* has arrived here to assist her. The following particulars are given in a Tokyo despatch:—The *Dakota* stranded off Shirahama on her way from Seattle to Yokohama, at 7 o'clock on Sunday evening. She has not entirely sunk as yet, but her position is hopeless. The passengers are said to have been landed at Shirahama. There were 65 cabin passengers and twenty-five in the steerage. The N.Y.K. steamer *Omi Maru* left Yokohama for the scene of the disaster at 5 o'clock yesterday morning, with Mr. McWilliams, representing the Great Northern Company, and Messrs. Atsumi and Chin of the Yokohama branch of the Nippon Yusen Kaisha on board. The Kaisha has asked the Toyo-Sensui-Gyogyo Kaisha (Oriental Submarine Fishery Company) to undertake diving operations with a view to the refloating of the vessel.

The Yokosuka Naval Station yesterday sent the warship *Yamagata* and a torpedo boat to the site of the *Dakota*. A message is stated to have been received in Tokyo yesterday afternoon stating that the vessel was then submerged to her second mast. In addition to the passengers, twenty-bags of mail have been landed. It may be mentioned that the *Dakota* was launched at New London, Connecticut, in 1904. She had been on the service since 1905. It is said, according to the *Japan Herald* that the close resemblance of the topographical features of the Sunosaki Point, in Awa province, and the Joga-shima, on the Miura peninsula, a mislaid vessel trying to make Yokohama at night, and the coast of Shirahama is very rocky, and extremely dangerous on account of the rapid currents and high waves which sweep the coast. It was on this coast that the N.Y.K. liner *Tokio Maru* stranded and sank in 1893; while the O. & O. S.S. Co.'s steamer *Belgia* shared a similar fate in August, 1897. Both these steamers were subsequently refloated, however, and we may hope a similar outcome will follow in the present case.

Canion Foreign Secretary.

NEW APPOINTMENT.

[From Our Own Correspondent.]

Shamoen, 7th March.
H.E. Viceroy Chow-fu has appointed Mr. Ho-yau to be the Secretary for Foreign Affairs, and he will shortly assume the duties of his office. Mr. Ho-yau was formerly the Consul-General for China at San Francisco and being an official who has had considerable experience with Western politics and has been in close touch with Europeans, the appointment is well selected.

BENEFIT OF THE DOUBT.

ALLEGED BOLD BURGLAR.

Of samples of the "ways that are dark and tricks that are vain" to which the coolie is so much addicted, as we are told, by more or less authoritative writers, there is no end. When a Chinaman is charged before the magistrate for some or other of the daily perpetrated offences, which keep their Honours busy, marvellous indeed are the excuses with which he is ever ready to prove—to his own entire satisfaction—his innocence of any such peccadillo. If caught in a gambling den, with cards and money in his hands, "Oh," he says, "I was not gambling; I had only just looked in to find a friend." If caught entering premises by the window, he "heard a noise and wanted to look-see." When arrested with stolen garments in his possession, he was "gently walking down the street when the garments fell from the clouds right on to his shoulders; and so on ad infinitum. But it remains for Chan Kam, a coolie living at No. 16, Uing Lane, to give the Court a starter, when he was ordered to free a charge of attempting to commit burglary at No. 23, Sai Wa Fong, last night. The stereotyped question being put to him, "Do you admit the charge?" he accused blandly replied that he did "he heard a woman's voice in the house and wanted to look-see." Evidence showed that accused was seen by a next door neighbour removing the bar from the door of the house, and giving the alarm, started to chase the accused, who dashed down the road yelling and shouting as if all the devils were after him. He was secured at last and Inspector Gourlay took charge of him until this morning, when it was time to place him before the magistrate. There was some doubt as to the man's intentions, and he was given the benefit of it. Four weeks ago a similar occurrence happened at the same house, and only one week ago the place was entered and property removed, the thieves leaving no trace.

PHILIPPINE CUSTOMS DUTIES.

MERCHANTS' CLAIMS SUCCESSFUL.

The Manila *Cablenews* of 7th inst. says:—Yesterday Attorney John W. Hausermann received a cablegram from Washington announcing the fact that Congress had appropriated enough money to cover the claim of Warner, Barnes and company for refund duties, which amounts to over \$700,000. Mr. Hausermann says that this indicates that all claims will be paid, which will mean considerable to many business men of Manila.

The case of Warner, Barnes and company, with that of Peabody and company was a test case, and now that they have received favourable judgment many other cases will be settled shortly.

Mr. W. W. Brown, has a claim of some \$15,000 which will probably be the next to be decided upon.

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

The report for presentation to shareholders at the twentieth ordinary annual meeting, to be held at the City Hall on Wednesday, 20th inst., at 12.15 p.m., reads:

The directors have now to submit to shareholders their report with a statement of accounts for the year ended 31st December, 1906.

ACCOMPLISHMENTS.

The profit on working was \$407,603.17, as compared with \$399,753.30 in 1905, being an increase of \$7,849.87.

The balance at credit of profit and loss account, after paying interim dividend of 5% and including \$30,000 brought forward from last year, is \$28,207.91 which it is proposed to appropriate as follows:—

Directors' and auditors' fees.....\$ 10,500.00
Final dividend of 5%.....99,660.00
Transfer to depreciation and repairs account.....135,000.00
Transfer to insurance fund.....10,000.00
Carry forward to new account.....3,047.91

\$258,207.91

BUSINESS.

Excepting Bombay yarn, of which abnormal quantities accumulated, imports generally were restricted and business throughout the year was dull.

PROPERTY.

The Praya was handed over by Government in April. The price fixed for such portions as the Company may hereafter acquire is \$3 per foot including an instalment of 15 cents per foot for the wharf area, and when the exchange of land is settled. During the year 1,328 feet were thus acquired. The building on K.M.L. 4 referred to in last report is now occupied as offices. Nos. 61/2 godown and new workshops were completed.

The new ferry pier was completed in April. Guide piles, found necessary by reason of the strong tide, were in course of erection when the typhoon of 18th September swept away some three fourths of the whole pier.

The *Crane* and *Container* were acquired. The *Hongkong* was lost in the typhoon and wrecked.

Sixteen wooden lighters (each 100 tons) were contracted for before the typhoon. The following were acquired immediately after the typhoon:—2 Shanghai steel lighters, 2 Weihaiwei steel lighters, 2 Hongkong wooden lighters, 2 Canton wooden lighters, 5 Moji wooden lighters, aggregating 1,500 tons and the following contracted for after the typhoon:—17 wooden lighters, each 100 tons, and 6 Kumamoto lighters.

MACHINERY AND PLANT.

A second-hand 5-ton steam crane, and a Diesel oil engine for the workshops, was acquired.

TYPHOON, 18th SEPTEMBER, 1906.

Praya.—The sea-wall was destroyed for a distance of 250 feet by the S. P. *Blitchcock* (pounding it); several coping stones were dislodged; throughout its length the pier perished; and the concrete surface of the roadway broken up revealing numerous large cavities beneath.

Buildings.—Roofs were partially uplifted at the eaves and ridges in all tiled godowns. The tiling at the eaves is being replaced by a stronger design with a view to prevent slipping. Doors and shutters were all more or less damaged and have been strengthened. Floors of the older godowns were flooded and will be raised as opportunities permit; meanwhile cargo is being restored on higher dunnage. West Point Buildings suffered very slightly.

Wharves.—Nos. 1 and 2 wharves, and 3 wharf, were almost annihilated, whilst No. 3 wharf and a small one were much damaged. No. 3 and sheers wharves have been repaired, (the latter will be enlarged); No. 2 and the small wharves will be rebuilt. This will give 5 berths as against former 6. West Point wharf suffered partial destruction in the great typhoon and still further damage in a later one.

Launches.—Out of 65 boats 3 were wrecked and salvaged. All others damaged. (many full of cargo) and 29 salvaged. With 2 exceptions (smashed to pieces by the S. S. *Petrarch*), those lost were old boats of Chinese type.

Railways and Rolling stock.—Some 2,500 yards of track were lost, of which one third has been salvaged.

Machinery, &c.—Six steam cranes and the dredger barge were lost and salvaged. The hopper barge was totally wrecked and the steam hammer has not yet been found.

Summary.—The losses caused by the typhoon will approximate as follows:—

Miscellaneous.....Totals.....Already expended

Expenditure on.....timed.....expended

about, gratuities, &c. (charged to working a/c).....\$9,000.00.....8,140.28

Costs of repairing assets which were partially destroyed:—

Buildings.....\$20,000.00.....145.00

Wharves.....25,000.00.....10,248.64

Wharves.....25,000.00.....11,701.79

Railways and rolling stock.....1,000.00.....517.00

Launches and boats.....10,000.00.....5,437.35

Launches and boats.....10,000.00.....9,762.25

Machine.....6,000.00.....4,382.26

\$142,000.00

Proportionate book value of assets which were totally destroyed:—

Wharves.....\$90,000.00

Railways, &c.....9,500.00

Lighters.....28,000.00

Machinery, &c.....3,500.00

131,000.00

Total amount of loss caused by the typhoon.....\$322,000.00

*The actual value was \$340,000, written down to \$90,000.

Further expenditure, the immediate result of the typhoon, will be as follows:—

Rebuilding No. 2 wharf.....\$142,000.00

New Ferry wharf.....30,000.00

Old.....10,000.00

No. 5 wharf.....8,500.00

Coal.....3,500.00

Yarn wharves (2).....5,000.00

Raising floors of godowns.....50,000.00

\$247,000.00

DIRECTORS.

M. E. Shellin resigned his place was taken by Mr. D. M. Nisim whose appointment requires confirmation.

Messrs. E. Goets and A. G. Wood, retire in rotation, according to the articles of association, but being eligible, offer themselves for re-election. The directors record, with deep regret, the death of Mr. C. H. Thompson who, during the past four years, held a seat on the Board.

AUDITORS.

Messrs. W. H. FOTTE and A. O'D. GOURLAY have audited the accounts now presented and offer themselves for re-election.

W. J. GREGSON, Chairman.

Hongkong, 6th March, 1907.

BALANCE SHEET.

31st December, 1906.

Dr.

Liabilities.

To capital 40,000 fully paid up shares at \$50 \$2,000,000
Less 156 shares not issued.....6,800

\$1,993,200.00

To estate of G. Sharp (deceased) mortgage.....156,951.00
To reserve fund.....550,000.00
To insurance fund.....30,000.00

\$1,993,200.00

To depreciation and repairs account.....21,157.49
To unclaimed dividends.....3,579.50
To directors' and auditors' fees.....10,500.00
To final dividend.....99,660.00

\$4,366,413.55

To profit and loss account balance.

Cr.

By value of land and buildings at Kowloon as per last account.....\$3,062,063.28
Since expended on new buildings.....108,567.96

3,170,631.24

Value of wharves at Kowloon as per last account.....110,000.00
Since expended on new wharves.....37,351.03

147,351.03

Value of railways and rolling stock at Kowloon as per last account.....60,000.00
Since expended on new rails, &c.....3,862.09

63,862.09

Value of launches as per last account.....25,000.00
Since expended on new launches.....32,050.00

57,050.00

Value of lighters as per last account.....100,000.00
Since expended on new lighters.....207,020.88

307,020.88

Value of machinery and plant as per last account.....90,000.00
Since expended on new machinery, &c.....15,723.19

105,723.19

Value of sheer legs as per last account.....3,000.00
Value of land and buildings at West Point as per last account.....263,143.88

263,143.88

Sundry debtors.....215,330.13
H'kong & Shanghai Bank (unclaimed dividends).....3,579.50
Cash on hand.....632.13

721.00

Value of coal on hand.....632.13
Stores on hand.....28,379.48

\$4,366,413.55

PROFIT AND LOSS ACCOUNT.

Dr.

To interest.....\$ 70,356.31
To interim dividend.....99,660.00

To balance appropriated as follows:—

Directors' and auditors' fees.....\$ 10,500.00
Final dividend.....99,660.00
Transfer to depreciation and repairs account.....135,000.00
Transfer to insurance fund.....10,000.00
Amount carried to new account.....3,047.91

\$258,207.91

By balance from last account.....\$20,000.00
By net earnings for 1906.....407,603.17
By unclaimed dividends forfeited.....284.00
By transfer fees.....157.00
By premium on 1 share sold.....50.00

\$428,224.22

DEPRECIATION AND REPAIRS ACCOUNT.

Dr.

To Ordinary repairs, renewals and improvements during 1906.....\$ 46,157.85
" Typhoon repair.....130,550.52
" Balance.....23,157.49

\$200,166.86

By Balance from last account.....\$ 65,160.86
" Transfer from profit and loss account.....135,000.00

\$200,166.86

RESERVE FUND.

Dr.

To Balance.....\$550,000.00

Cr.

By Balance from last account.....\$550,000.00

INSURANCE FUND.

Dr.

To Balance.....\$ 30,000.00

Cr.

By Balance from last account.....\$ 30,000.00

By Transfer from profit and loss account.....100,000.00

\$130,000.00

\$130,000.00

EDWARD OSBORNE, Secretary.

THE JAPANESE EARTHQUAKES OF THE PAST THIRTY YEARS.

INCREASING FREQUENCY BUT DIMINISHED SEVERITY.

It appears from investigations made by Dr. Omori, that the number of shocks of earthquake in each of the years between 1905 was as follows:—

1876.....16 1891.....233
1877.....71 1892.....73
1878.....50 1893.....59
1879.....70 1894.....101
1880.....77 1895.....121
1881.....64 1896.....216
1882.....45 1897.....164
1883.....32 1898.....144
1884.....68 1899.....124
1885.....68 1900.....150
1886.....64 1901.....124
1887.....80 1902.....116
1888.....80 1903.....104
1889.....113 1904.....155
1890.....91 1905.....154

With regard to the large number of shocks experienced in the later years, it has to be noted that they were mostly of a slight nature.

H.E. WU TING FANG.

A MAN OF MODERN IDEAS.

TOO MODERN FOR HIS OWN PEOPLE.

It has no doubt seemed strange to the many friends of Wu Ting Fang in the United States that in all of the newspaper correspondence that has gone out of China during the last year regarding the proposed constitutional form of government and other reforms, that his name has not been mentioned as one of the leaders in the reform movement. What was Minister at Washington he was considered a man of modern ideas, and those who knew him then would naturally suppose that in such a movement as the reformation of his own Government, Wu would be taking an active part in the work.

The truth is, Wu Ting Fang is down and out, so far as the Government of China is concerned. Two things have aided his political downfall. He was too modern for his own people, and he is gifted with the most cynical tongue that was ever placed in the mouth of a Chinese.

DISGUSTED AT CLIQUE.

When he returned to China from Washington a little over four years ago Wu was made a member of the Wai-Wu-Pu, which, translated, means Board of Foreign Affairs. And he continued to be a member of that body until last summer, when his resignation was accepted and he was given a minor appointment and allowed to depart from Peking. A few weeks ago he petitioned to be allowed to resign his new post and retire into private life. He gave as his reason ill health, but those who know the cynical Wu best say that his desire to get out of official life is prompted by disgust over the manner in which the clique that is now in control of the reform movement are handling it.

Before he went to Washington Wu was like thousands of other educated Chinese who know that their Government is far behind the times, but who are willing to sit idle and let it drift along. But his stay in the United States taught him that this would not do and when he returned to his native soil he got busy. He talked right out in meeting and lectured his confidants in the Wai-Wu-Pu in the most amazing manner over the way they were handling China's relations with the outside world. They smiled and continued to pursue the even tenor of their way.

WU DISLIKES JAPAN.

Now Wu has no use for Japan. He is fully alive to the fact that Japan's aggressiveness spells trouble in the near future for China. When Japan was sharpening her sword for Russia "in China's interests," it was Wu Ting Fang who wanted the Peking Government to tell the powers that China had not asked Japan to go to war with any one in her behalf. He said that it was all well enough for Japan to have China's interests as a casus belli, but those interests would be forgotten when the guns began to boom. Not that he was particularly friendly toward Russia did Wu take this stand, but he pointed out that so long as Manchuria was already lost to China, she was just as well off with the Bear controlling the despoils of that province as with Japan in charge. The result has proved that the old man was right. Russia and Japan are both in Manchuria now, and will remain there. In talking with a newspaper man at the time he was trying to get his Government to take his advice about the situation, Wu said:

ILLUSTRATES BY COMPARISON.

"You have seen two dogs fighting over a bone, you never saw the bone fight back. Well, in this case, China is the bone of contention, and if I cannot make my people see it, the bone will fight before the dogs are ready."

When it became evident that the war was headed to come, Wu said that the natives of Manchuria would be the only real sufferers, and again he was right. That rich country is now all but ruined. The people lost all they had, and in Southern Manchuria the Japanese are pursuing a policy that will, if it is not soon checked, mean their further degradation.

When the treaty of Portsmouth was being negotiated it will be remembered that China asked that a Chinese commissioner be allowed a voice in the hearings. Wu told his people that this was useless; that it was now too late to have Manchuria for the Chinese and when both Russia and Japan told China very plainly to go away back and sit down. Wu again was able to say, "I told you so."

HIS CYNICISM MAKES TROUBLE.

Wu is a cynic. He knows what his country needs, and he knows equally as well that her so-called statesmen do not intend to supply those needs unless they benefit financially, and he does not hesitate to tell them so. His biting sarcasm has got him into trouble more than once during the last year.

When the Peking Government proposed to send a commission to America and Europe for the purpose of studying foreign systems of government, Wu smiled a smile that meant "There you go again." But he said nothing until he was asked what he thought of the proposition. He replied that he had no doubt the commissioners would absorb a great deal of useful information regarding the western school of cooking, the proper wines to go with each course of a dinner, and acquire a taste for expensive brands of cigars, but he added: "What they will learn about the forms of government in the various countries they visit will not fill as large a book as the volume that will be required to register what they do not learn." And as reports came back telling about the entertaining to which the high commissioners were being treated, Wu was unable to bridle his sarcastic tongue. Especially was he cynical when the commissioners called for more expensive money, as they did from almost every city they visited. "Chorus girls and old vintages come high," he remarked, "but they all have their proper place in governments."

RECEIVED BY EMPRESS DOWAGER.

When the commissioners returned the Empress Dowager received them in audience. They submitted their reports, but very little has ever been given out as to the real contents of those reports, though from time to time the newspaper men in Peking have been given to understand that the high commissioners learned all about the management of other governments. They probably did, for, as the cynical Wu pointed out, one of the commissioners informed certain mighty officials in Peking that, after an exhaustive study of the British and French forms of government, covering a period of nearly three weeks' auto-billing in Paris and London, he had learned that there were many things in the British system that could be used in China

CHINA AND MANILA S.S. CO., LD.

MEETING OF SHAREHOLDERS.
The twenty-fourth ordinary general meeting of shareholders in the China and Manila Steamship Co., Ltd., was held at the office of the General Manager, Messrs. Shaw, Thomas and Company, at eleven o'clock, on the 15th inst. Mr. R. Shaw presided. The others present were: Dr. J. W. Noble, Messrs. N. A. Siebs, H. P. White, A. C. Gordon, R. E. Barretto and G. Moffitt (secretary).
The notice convening the meeting was read. The Chairman said:—Gentlemen, The report and accounts were issued to you on 23rd February, and with your permission we will now take them as read. As I foreboded to you at last year's meeting the past year's business does not compare favourably with that of 1905, both cargo and passengers fell off, our gross income being some \$80,000 less than before. By the closest economy we have made up partly for this so that our net profit is only about \$27,000 below last year's. After allowing for depreciation and placing \$1,000 to credit of Reserve Fund, as per Articles of Association, there remains sufficient to pay a dividend of \$1.00 per share, absorbing \$30,000, and leaving \$5,000 to be carried forward. You will observe that our loan from the Company's bankers was reduced from about \$100,000 to \$133,000, and that interest paid has accordingly come down to \$9,835, as against \$11,180 paid the year before. The sundry debtors and outstanding receipts on 31st December have since nearly all been collected. As regards the present year I can only say that we have not begun it badly, and that at the moment there is a much stronger feeling in the coasting freight market which I hope will keep up. Cargo is, however, far from plentiful in the trade nowadays. The number of Chinese shippers on whom we used to depend for a great deal of cargo is much reduced, many of them having closed their firms in Manila, and ceased to do business there. The complete alteration that has taken place in the character of the China and Manila trade amply justifies the step we took in building boats for first-class passenger traffic, for had we the old type of boat and only Chinese passengers and cargo to depend upon now we should be badly off indeed. I shall be glad to answer any questions which shareholders would like to put.
There were no questions asked.
The Chairman proposed the adoption of the report and accounts.
Mr. Gordon seconded.
Carried unanimously.
Mr. Barretto proposed that Messrs. N. A. Siebs, H. P. White, A. V. Apcar and Dr. J. W. Noble be re-elected to the Consulting Committee.
Mr. Gordon seconded.
Carried.
Dr. Noble proposed that Messrs. W. H. Potts and A. O. D. Gordin be re-elected auditors for the coming year.
This was seconded by Mr. White, and carried.
The Chairman—That is all the business, gentlemen. Dividend warrants are ready now.

THE SOY-CHEE COTTON SPINNING CO., LTD.

The twenty-fourth ordinary meeting of shareholders of the above company took place on the 5th inst. at the offices of Messrs. Arnold, Karberg & Co., Shanghai. Mr. M. Mittag presided.
The Secretary, at the request of the Chairman, read the notice convening the meeting.
The Chairman said:—Gentlemen, The report of our Company for the working year 1906 has been in your possession for some time, and with your kind permission, I will follow the usual procedure and take the accounts as read. You may be interested to know that the year has been a satisfactory one for the mill. The mill has worked steadily with no interruption except the usual holidays. As has been our policy during former years, we have again restricted our production to day-work only, as we know from former experience that night-work is both costly and not so profitable as day-work. We have had no labour troubles during the year under review, and the internal department of the mill, including engine room department, have worked very well. The yarn market during the year has been satisfactory on the whole. There was a great demand for the locally made article during the first part of the year, followed by a lull during the latter half, accentuating itself more since December, so that we carry at present a stock of some 4,500 Bales which, however, is all sold. The outlook for the future is not bad, although the margin between prices of cotton and yarn has been somewhat reduced. There may, of course, be lean years for us in store, but on the whole the state of the industry has been assured. The supply of cotton during last year has been ample and of satisfactory quality, and apart from our little troubles with the dealers about the vexed watering question, there has been no ground for complaint. The total net profit of our mill, including the amount brought forward from 1905, shows a sum of Tls. 232,021.52, out of which it is proposed to pay a Dividend of 10 per cent on our share capital, absorbing Tls. 100,000. The usual depreciations, etc., have been provided for, as enumerated in the report in your hands, and an amount of Tls. 50,000.40 will be carried forward to 1907 account. As regards the various items in the accounts, there is little to be said indeed. Our Property Account, under the heading Assets, shows an increase of Tls. 5,457.08, representing the purchase-money for two small strips of land on the North side of the Yangtzeppoo Road, opposite our mill building and adjoining our other property there. We have acquired this land to round off some small strips bought previously. The Balance Sheet Account shows an increase of Tls. 8,506.37, representing mainly the balance of the cost of our new manager's residence. The house has been completed during last year and is now occupied by our mill manager. The whole of our machinery is in perfect working order owing to the constant care bestowed on it. Before proceeding to the passing of the Report and Accounts, I shall be pleased to answer any questions that shareholders may wish to put to me.
There being no questions the resolutions were put to the meeting and unanimously carried.

THE CHINESE REVOLUTIONARY MOVEMENT.

By command of their Imperial Majesties the Empress Dowager and Emperor instructions have been sent to Viceroy and Governors of provinces that "in dealing with suspects of revolution they must be guided by the duty of judges to find out whether the men brought before them are actually guilty of the charges preferred against them; it is unnecessary to probe into the question whether the accused belong to a revolutionary society or not." On the other hand implicit instructions have been sent to the effect that "their Majesties expect Viceroy and Governors of provinces to abstain not only from the search for malcontents and anti-monarchists."—N. C. D. News.

GBO. BENWICK & COMPANY, LIMITED.

ANNUAL REPORT.
The directors have now to submit to the shareholders a statement of accounts for the year ending 31st December, 1906.
After writing off the sum of \$3,000.00 for depreciation the net profit for the year amounts to \$21,470.10, to which has to be added the sum of \$8,915.84 brought forward from last year's account. After payment of directors' and auditors' fees, it is proposed to pay a dividend of 7 per cent, or \$175 per share, on the paid up capital of the Company, which will absorb \$18,900.00, leaving a balance of \$10,335.94 to be carried forward to new account.
DIRECTORS.
Mr. A. Rodger, according to the articles, retires, but offers himself for re-election.
AUDITOR.
The accounts have been audited by Mr. H. Percy Smith, who offers himself for re-election.
A. RODGER, Chairman.
Hongkong, 8th March, 1907.
STATEMENT OF ACCOUNTS FOR THE 12 MONTHS ENDING 31ST DECEMBER, 1906.
Liabilities.
Capital, \$450,000.00 viz:
6,000 Old shares of \$25 each.....\$150,000.00
12,000 New shares of \$25 each.....300,000.00
\$450,000.00
10,800 Shares issued and fully paid up.....\$270,000.00
Reserve Fund.....64,126.00
Hongkong and Shanghai Banking Corporation Loan Account (Secured by Mortgages).....116,335.82
Amount received in advance on account of contracts in hand.....40,800.00
Sundry creditors.....17,460.47
Profit and loss account.....39,835.94
\$539,106.23
Assets.
Value of land and building at Wanchai and North Point.....\$300,750.87
Value of machinery, plant, launch and office furniture as per last report.....\$11,723.14
Additions during the year.....7,468.39
Written off for depreciation.....3,000.00
Value of stock in trade as per value's certificate.....\$4,877.63
Value of work in progress as per value's certificate.....60,972.42
Cash on hand.....366.52
The Hongkong & Shanghai Banking Corporation current account.....\$3,572.55
Fixed Deposit.....12,000.00
Do. Interest.....177.21
The Chartered Bank of India, A. & C. Ltd.....123.87
The National Bank of China, Ltd.....393.85
Investments.....600.00
Sundry debtors.....17,970.56
\$539,106.23
PROFIT AND LOSS ACCOUNT.
Dr.
To Cost of labour, material and working expenses.....\$30,482.04
To Salaries.....13,967.00
To Crown rent and taxes.....1,264.30
To Depreciation.....3,000.00
To Balance, Brought forward.....\$10,335.91
Dividend of 7 per cent on 10,800 shares.....\$18,900.00
Directors' fees.....1,000.00
Auditors' fees.....10,335.91
Balance to new account 10,335.91
\$39,835.94
Cr.
By Balance of last year's account.....\$8,915.84
Gross earnings.....117,430.46
Transfer fees.....6.00
Bonus from Insurance Co.....10.95
Interest dividend on investment, etc.....897.05
Debt written off 1904, recovered.....1,831.30
\$129,099.60
JOHN I. ANDREW, General Manager.

SAIL OF LAUNCH "APENRADE."

At Queen's Statue wharf, at noon on the 15th inst. Mr. Geo. P. Lammet, auctioneer, offered by sale by public auction the steam-launch *Apendra*. This vessel has a teakwood hull, with a length over all of 50 feet, and engines of two cylinder compound system, both hull and engines being recently overhauled. Her speed is eight knots. Bidding went briskly on until the sum of \$1,955 was reached, and that proving the last bid the *Apendra* became the purchaser of the launch at that figure.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Robertson Farewell Cup and May Cup were held at the Happy Valley from the 9th to 11th March, 1907. The following cards were handed in:—
ROBERTSON FAREWELL CUP.
Mr. F. W. Warren.....86-9=77
Mr. C. P. Chatter.....87-9=78
Mr. H. C. R. Boucher, R.M. 85-8=80
Mr. H. T. Butterworth.....90-10=80
Mr. A. Brooke-Smith.....91-9=82
Major H. E. Lewis.....88-5=83
Mr. C. C. Walcott, R.M. 91-7=84
Mr. T. C. Gray.....93-9=84
Mr. J. Clark.....84-1=85
Lt. R. M. Crose.....101-6=85
(28 entries).
Mr. G. E. Morrell.....108-27=81
Mr. F. C. Hall.....108-25=83
Mr. T. C. Vernon.....108-20=83
(9 entries).
POOL.
Mr. F. W. Warren.....86-11=75
Mr. C. P. Chatter.....87-11=76
Mr. H. C. R. Boucher, R.M. 85-7=78
Mr. J. Clark.....90-11=79
Major H. E. Lewis.....88-1=79
Mr. T. C. Gray.....91-9=82
Lt. R. M. Crose.....101-6=85
(33 entries).
Winner of Robertson Farewell Cup, Winner of May Cup, Winner of Pool.

HONGKONG ROPE MANUFACTURING CO., LTD.

The report for presentation to the shareholders at the twenty-third ordinary general meeting to be held at the office of the general managers on Saturday, 23rd March, at 12 o'clock noon, is as follows:—
Answered we have the pleasure to lay before shareholders the annual statement of accounts made up to the 31st December, 1906. The net profit, including the balance brought forward from last year, amounts to \$105,212.16 which is proposed to appropriate as follows:—
To place to reserve fund.....\$4,000.00
To pay a dividend of \$2.00 per share.....105,212.16
To carry forward to the credit of next year's account.....2,212.16
The result is a little better than that of the previous year, but sales are still restricted by the high price of hemp at Manila.
CONSULTING COMMITTEE.
Mr. D. E. Brown having resigned on leaving the Colony, Mr. D. W. Caddock was invited to take his place. In accordance with the articles of association Messrs. A. J. Raymond, H. P. White, D. W. Caddock and Dr. J. W. Noble retire, but offer themselves for re-election.
AUDITORS.
The accounts have been audited by Messrs. W. H. Potts and A. O. D. Gordin, the latter having been asked to fill the vacancy caused by the death of Mr. T. Arnold. Messrs. W. H. Potts and A. O. D. Gordin are recommended for re-election.
SHEWAN, TOMES & CO., General Managers.
Hongkong, 8th March, 1907.
PROFIT AND LOSS ACCOUNT.
Interest.....\$681.40
Auditors' fees.....400.00
Consulting Committee's fees.....4,000.00
Amount written off as depreciation for 1906.....12,380.00
Balance.....108,212.16
Balance brought forward from 1905.....\$126,673.56
Exchange.....5,340.00
Balance from working account.....115,134.45
\$126,673.56
BALANCE SHEET.
Capital—
\$500,000 @ \$10 fully paid up.....\$500,000.00
Reserve fund.....61,000.00
Sundry creditors.....16,122.42
Investment fluctuation account.....7,223.00
Balance of profit and loss account.....108,212.16
\$692,357.41
Land, factory, machinery &c. as per last statement \$221,500.00
Less depreciation.....13,380.00 \$208,120.00
Rope, hemp &c. in factory, valued at.....107,514.14
Rope on consignment, valued at.....375,362.00
Fire insurance premium for 1907.....1,289.72
Sundry debtors.....111,524.43
Company's Bankers.....14,894.48
Cash in hand.....2,160.04
Cash at factory.....50.00 2,310.04
Investment of Reserve Fund:
2,500 shares in the China Light & Power Company, Limited @ \$4.....\$10,000.00
3,500 shares in the Provident Loan & Mortgage Co., Ltd. @ \$2.....\$7,000.00
533 shares in the Green Island Cement Company, Ltd. @ \$21.....\$11,193.00
71,343.00
\$692,357.41

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

GOVERNOR'S AND CHATER'S CUPS.

The first competition for the cups presented by His Excellency the Governor and Sir Paul Chater took place at the King's Park Range on Saturday and Sunday last when there were 43 entries. The following are the highest scores:—
A. Blowey.....56+14=70
J. C. Gow.....66+8=66
A. W. J. Watt.....61+4=66
W. J. Gast.....50+14=64
S. E. Green.....63+8=63
J. H. Pidgeon.....63+8=63
A. Jenkins.....62+8=62
P. F. J. Wodehouse.....55+6=61
D. Willis.....47+12=59
H. W. Bird.....51+6=57
D. Gow.....47+10=57
E. W. Terrey.....42+14=56
W. T. Edwards.....40+16=56
L. G. Bird.....49+4=53
W. J. Saunders.....47+6=53
The pool competition was won by A. Blowey with a score of 56+14=70.

CHINA MAIL CUP.

The competition for the cup presented by the proprietors of the *China Mail* for shooting at disappearing targets has resulted in a tie between J. H. Pidgeon, A. W. J. Watt and P. J. Wodehouse, each having registered 26 hits in 40 shots of 4 rounds each. The winner will be decided by the three shooting off shot for shot.
The following are the scores:—
J. H. Pidgeon.....7 5 6 8=26
A. W. J. Watt.....4 7 7 8=26
P. J. Wodehouse.....6 10 4 6=26

TRADE MARKS IN CHINA.

On the request of the Lungkungshangpu (Ministry of Agriculture, Works and Commerce) the Waipuu has sent a copy of the redrafted regulations concerning the establishment of Trade Marks Offices in China to the various foreign ministers for their information and perusal and at the same time the Chinese Government will not issue them until they have been examined and recognized by the Powers so as to avoid further misunderstandings. According to the replies from the Diplomatic Corps, most of the foreign ministers, including Sir John Jordan, do not take a favourable view of the proposed regulations, which are said to lack clearness. Prince Ching has now sent back the regulations to the Chinese Ministry for reconsideration. It is probable that several months must elapse before the important question is settled.

THE ANGLO-FRENCH LAND INVESTMENT CO., LTD.

The report of the directors for presentation at the first annual general meeting of the shareholders to be held to-morrow reads:—
The directors have pleasure in placing before the shareholders the report and accounts for the first year of the company. Under the original agreement certain rents were received from December 7th and thus the shareholders are participating in the benefit of revenue for 14 months.
The balance at credit of profit and loss account is Tls. 138,388.14 which the directors recommend for appropriation as follows:—
Dividend of Tael six per share.....Tls. 120,000.00
Reserve fund.....15,000.00
Carry forward.....3,388.14
Tls. 138,388.14

The gross rental for 12 months alone amounts to Tls. 21,000 which is in excess of the sum stated in the prospectus.
The properties have all been kept in good repair and developments and improvements are being made. One large block of Chinese houses on Estate C. is being rebuilt on very favourable terms to the Company.

Mr. Gilbert Davies retires but being eligible offers himself for re-election.

Messrs. Lowe & Bingham offer themselves for re-election.

C. R. BURKILL, Chairman.

PARTICULARS OF ESTATES.

On 28th February, 1907.
Estate A East—Is situated on Rue du Consulat, Rue Montauban, Rue Colbert and Rue la Guerrie, and comprises part of Cadastral Lots Nos. 14 and 15.
Estate A West—Is situated on Rue Montauban, Rue du Consulat, and Rue de la Mission, and comprises Cadastral Lots Nos. 35, 36 and part of 32.
Estate B—Is situated on East and West sides of Rue Montauban, comprising the remainder of Cadastral Lots 14, 15 and 32, and is occupied by the Roman Catholic Mission of Kiangnan as a Mission, Church, Convent, etc.
Estate B—Is situated on the N.W. corner of Rue du Consulat and Rue Montauban, and comprises the whole of Cadastral Lot No. 28.
Estate C—Is situated on the S.W. corner of Rue du Consulat and Rue Petit, and comprises the whole of Cadastral Lot No. 42.
Estate D—Is situated on Quai de l'Extension, Rue Minkiang and Rue Tienchan, and comprises the whole of Cadastral Lots Nos. 241 and 252.
Estate E—Is situated on the N.E. corner of Rue du Consulat and Rue des Peres and comprises the whole of Cadastral Lots Nos. 169 and 171.
Estate F—Is situated on corner of Quai de la Breche and Rue Hué, and comprises Cadastral Lot No. 134.
Estate G—Is situated on Rue Sikang, Rue Hengchen, Rue Hunkiang, and Rue Lang Chan, and comprises Cadastral Lots Nos. 690, 1, 2, 3, 4, 5.

THE LATE MIXED COURT INCIDENT.

In reply to a telegram from H. E. Tang Shao-yi in regard to the dispute between Great Britain and China concerning the Shanghai riots of December 1905, Viceroy Tuan Fang states that he has instructed Customs Tsoai of Shanghai to proceed to Nanjing to consult in person, prior to the opening of negotiations with the British representative at Shanghai in March or April.
B. E. Tuan is of opinion that, if Sir J. Jordan insists on the payment of a monetary indemnity, then proper investigations should also be made into the number of Chinese subjects who suffered, so that equal treatment may be accorded to the relatives of the unfortunate sufferers. The Viceroy also takes a different view about the punishment of the former Customs Tsoai (H. E. Yuan Chu-hsun, now Governor designate of Peking) of Shanghai and other Chinese officials because they were entirely powerless to deal with the rioters in the foreign settlement. Regarding the punishment as demanded by the British Minister of those ring leaders and others who took part in the disturbances H. E. Tuan adds that, for the sake of preserving peace in Shanghai, the Customs Tsoai has been instructed to mete out adequate penalties to all persons who were more or less implicated according to existing Chinese law, as a warning to other evildoers.

It is stated in Chinese official circles here that the Chinese Ministry of Foreign Affairs is going to demand from the British Government (belatedly) the compensation of Shanghai for the loss of the lives of Chinese subjects who were killed in the riots. H. E. Sheng Kung-pao, Junior Chief Secretary of this Ministry, to assist to negotiate with the British Representative about the final settlement of this matter.
It is said that the question of compensation to the subjects of other Powers will be discussed and settled separately between China and the countries concerned after the termination of the negotiations with the British Government.—N. C. D. News.

A SEEDLESS MANGO.

Day by day new possibilities of our Philippine resources are brought to light. The latest is the possible evolution of a seedless mango from the infirmation of possible scotch. It should perhaps be stated that the seedless orange was once considered impracticable. The stone of the mango is a confounded nuisance. Not only does it take up space which might be devoted to the luscious mango pulp, but it makes the eating of that fruit a difficult matter to properly negotiate. Because of it we must either eat the fruit in a puris naturalibus in our bath, or if we eat it at the breakfast table it is about as difficult to carve as a chicken. The promised elimination of the stone from the mango will therefore be more welcome than that of the seed from the orange, or the core from the apple.
The tendency to a seedless state is of course, greater in certain classes of plants than in others, according to their powers of spontaneous reproduction by vegetative means, as suckers, runners, bulbs, etc. High cultivation is an important factor in the matter and with a Philippine wizard who can follow in the footsteps of our American Burbank, more wonderful things even than this may be accomplished. We have familiar examples of the value of seedless fruits in the banana, breadfruit, and pineapple in each of which cases the plants have taken to reproducing themselves by suckers. To these, seedless oranges, and still more recently seedless limes, have been added, while cases of seedless mangosteens are not unknown locally.
This promised production of perfect seedless mango fruits, especially if accompanied by the loss of a foot, as Mr. Garcia claims, will be especially welcomed by all those who regard this "King of tropical fruits" as otherwise fault-finders. The Philippines are said to produce the best mangoes which are to be found anywhere in the tropics, so that if the promised discovery come out all right we shall be able to break our own record.—*Manila Times.*

A COXSAIN'S HUROIISM.

PRESENTATION BY HIS EXCELLENCY.

At noon on the 12th inst., in the drawing-room of Government House, His Excellency the Governor, Sir Matthew Nathan, made an interesting presentation to a gallant coxsain for life saving in the harbour, during the sudden squall of the 28th January last. There were present in the drawing-room, to witness the presentation, besides His Excellency the Governor, Captain Coleman, A.D.C., Mr. A. B. Ponsonby, Private Secretary, Hon. Mr. F. H. May, Hon. Mr. Secretary, Hon. Mr. W. Chubb, Director of Public Works, Mr. A. M. G. Fletcher, Clerk of Councils, Mr. E. A. Irving, Director of Public Instruction, Hon. Mr. F. J. Baderley, Captain Superintendent of Police, and Mr. J. Dyer Ball, who acted as interpreter during the proceedings.
Sergeant Gordon, of No. 7 Police Station, conducted Ng So-tai to a place in the centre of the room. Hon. Mr. Eadeley then addressed the coxsain, saying that Ng So-tai was a man of great courage and bravery, who had saved the lives of a woman and a child from drowning, thus saving their lives at the risk of his own. He, the speaker, would therefore ask His Excellency, on behalf of the British Trust, to present the medal which he handed to His Excellency, to Ng So-tai.
His Excellency said, taking the medal in his hands, that following all the disasters that had touched the Colony, there was still a bright spot. After the disaster of September last (Typhoon Day) much good work was done. On the night of the 20th October, when the *ss. Hankow* was burning, seeing it two sampans approached the burning vessel, with the object of saving life and property only to be set on fire themselves. On the 28th January, quite suddenly just before tiffin time, a squall broke over this Colony, but the number of lives lost were as many as those saved from a watery grave. Man's duty, said His Excellency, was to save life whenever found in danger, and it was only when a man risked his own life for that of another that Government took notice of the act, and the report made by Sergeant Gordon on the gallant rescue by Ng So-tai had led Government to make representations to the Fund Committee. Ng So-tai had done his duty well, and it gave him much pleasure to present to him the star which he had earned, and of which the recipient and his descendants should be proud. His Excellency then pinned the star on the left breast of Ng So-tai, who bowed his acknowledgments and thanks, and the proceedings terminated.

BOSTON S. S. CO.

TO WITHDRAW FROM ORIENTAL SERVICE.

A Seattle contemporary under date 18th Feb. reports:—Because, it is stated, of lack of proper subsidy encouragement, the Boston Steamship Company's vessels *Lyra*, *Hyades* and *Plutades* will be withdrawn permanently from the Oriental run. The steamships *Tremont* and *Shawmut* will continue to visit Oriental ports for the present. By the first of June the other three steamships named will be diverted to another run, probably between Seattle and Nome.
Frank Waterhouse, vice-president of the Boston Steamship Company, last night announced that the vessels would be taken from the Oriental run, confirming Boston dispatches to the same effect. "We had not intended to take the vessels off," said Mr. Waterhouse, "until changes were made in the ship subsidy bill which we think will be detrimental to business. We are unable to compete with Japanese lines, which have every encouragement from their government and are paid a subsidy for every mile they travel."
The steamship *Lyra* is at present discharging a cargo of coal to the steamer *Survivor* at the old Arlington dock. The *Plutades* is now at Monal's undergoing repairs. Both vessels will make at least one more voyage to the Orient before leaving the run. The steamship *Hyades* was reported as arriving at Victoria from the Orient last night.

THE CHIT SYSTEM.

PROPOSED ABOLITION IN SHANGHAI.

When we penned a little while ago a lead-erette on the subject of being in debt we did not think, writes the *Mercury*, that two of our principal hotels would at this early date combine to do away with the chit system. But so it is. Very little imagination is needed to conjure up the circumstances of its first beginning. A small community with nothing but "cash" as a means of exchange, the men all known to each other and to the natives, prosperity such that money was of but little worth: such were the main sponsors of the chit system. Its manifest convenience was certain to continue in force, and so it has lasted to the present hour when the small community has grown to half a million, when there is an ample supply of subsidiary coins, when it is impossible for any one to know all the men, and when property can at least be reckoned within reasonable figures and, by some, within no figures at all. When that happens and chits are still in vogue bad debts accumulate, and as Goldsmith would say, "men decay." Such decay is noticeable in the large amounts visible in all balance sheets except those of the ready money order, debts uncollected.
At present but two hotels have started on the new crusade. But it is quite certain that others will follow in time. Some of the native stores have already done so. An old resident was greatly surprised the other day to find that neither his name nor his chit were thought of sufficient weight to allow him to take away an article which he had intended to buy. Such stores may not have quite so large a turnover as their credit giving competitors, but it is certain that in the long run they will be able to out-sell them for the very simple reason, that in their establishment bad debts are unknown.
What the effect will be on individuals it is too early as yet to say. The system has hardly been scotched as yet. It certainly is a long way from being killed. But we hope to see it gradually make its way until it is impossible for young men (and maidens too) to be lured on into the quagmire of debt before they know it. Drinks, cigars, ponies, carriages, finery and all the many luxuries of Shanghai life will be appreciated at their true worth when their equivalent in hard coin has to be laid down before they can be enjoyed, and the effect will be twofold: a compulsory consideration of the situation, and a consequent effect on the character.
It would be a good move if all the foreign storekeepers were to call a meeting and at that meeting decide to establish a cash system. We are certain it would work, not only for the good of the storekeepers, but for the good of their customers and everyone concerned. Shroffs would no longer be a necessity, and people who now "overrun" the consignment would live within their means.

MR. F. J. MAYERS.

COMMISSIONER OF CANTON CUSTOMS DEPARTURE ON FURLOUGH.

[From Our Own Correspondent.]
Canton, 9th March.
Mr. F. J. Mayers, Acting Commissioner of the Canton Customs, who has occupied the post since 1904, yesterday, under instructions from the Inspector-General of Customs at Peking, handed over charge to Mr. T. D. Moorhead, Acting Deputy Commissioner, who will temporarily assume charge of the office pending the arrival of Mr. F. H. King who has been appointed Commissioner for Canton. Mr. Mayers, during the term of office at Canton, was most popular with both the foreign and Chinese community, who regret his departure from his post. He is going on two years' furlough and will leave for Hongkong this evening, per *ss. Kinsan*. It is reported that the Chinese staff of the Canton Customs has arranged to give a demonstration on the occasion of his departure.

DEPARTURE FROM CANTON.

A PUBLIC DEMONSTRATION.

This afternoon, Mr. F. J. Mayers, Acting Commissioner of the Canton Customs, was accorded one of the heartiest send-offs ever given to a Customs official. This gentleman who has been in Canton since 1904, is granted two years' leave by the Inspector-General, and his departure from here for the home country is deeply regretted by both the foreign and Chinese community, with whom he was most popular. He left by the *ss. Kinsan* for Hongkong, and long before the scheduled time for departure from the wharf, both the foreign and Chinese indoor and outdoor staffs of the Customs went on board to wish their Commissioner *bon voyage*. An armed guard furnished by the authorities lined the wharf and the command of Captain Lum, whilst the Chinese staff was busily engaged in arranging a farewell firing of crackers.
Many leading members of the Canton foreign community, including Mr. L. Bergho, Consul-General for the United States in Canton, and the Consul for Germany in Canton, were present to bid farewell to Mr. Mayers. When close to the time for the departure of the steamer the crackers began to be let off; the salute lasted for fully half an hour, meanwhile and when the cracking firing had ceased, three ringing cheers were given for the Commissioner, and the staff sang in chorus "For he's a jolly good fellow." The steamer then moved from the wharf amid cheers and handkerchief waving, whilst the honoured gentleman stood upon the deck, returning the compliment.

THE JAPANESE IMPERIAL MISSION.

BYRON YAMAMOTO IN HONGKONG.

Admiral Baron Yamamoto, ex-Minister for the Navy, and suite, who are to accompany Prince Fushimi on the Imperial Mission to London, embarked at Yokohama on Saturday week on board the N.D.L. mail steamer *Princess Alice*. The *Princess Alice* arrived in port last Wednesday afternoon, and on the following day the Prince and suite left for Paris. From *Who's Who in Japan* we gather the following particulars relating to the career of Admiral Baron Yamamoto:—
Yamamoto, Gombi, Member of Supreme Military Council, Admiral, Baron (cr. '03), b. Oct. '52 in Satsuma; is one of the pioneer graduates of the Naval Academy, which he left '77; promoted to Lieut. '81; Captain '86 and commanded the *Takao*, *Takeshima*, and others, his service record ended and he was transferred to the Navy Office as first Personal Secretary of the Minister; promoted as Director of a Bureau, Vice-Minister '95 when he was promoted to Rear-Admiral, and Minister from '98 to Jan. '05, having been appointed full admiral '04. The Admiral is reputed to be a man of great vigour of mind and, in short, a statesman of like capacity, besides being an able seaman.
We learn from the *Japan Chronicle* that upon the conclusion of his mission to the British Court, Prince Fushimi will travel extensively on the Continent. Admiral Yamamoto and suite will leave the Prince in London, departing for Japan in June. By about that time the Japanese squadron, consisting of the *Tsushima* and *Chino*, which is about to be sent to America, will be in English waters, but it is not yet certain that Admiral Yamamoto will return to Japan with the squadron.

DOCKYARDS IN JAPAN.

ESTABLISHMENT OF STEEL WORKS.

The extension of the premises of the Kawasaki Dockyard, Kobe, is progressing apace. The construction of a branch steel works on the Hyogo Canal, where over 30,000 tons of ground have been purchased, having been nearly completed, operations will be commenced towards the end of the present month. Mr. Jackson, an English engineer, has been engaged to superintend the branch, and is pushing on the work preparatory to opening the steel works in June. By about that time the Japanese squadron, consisting of the *Tsushima* and *Chino*, which is about to be sent to America, will be in English waters, but it is not yet certain that Admiral Yamamoto will return to Japan with the squadron.
The Imperial Iron Foundry at Wakamatsu is full up with orders from the Government, and cannot accept orders from private individuals or works. The increased import of iron and the advance in the market abroad of steel, have proved disadvantageous to the Japanese ship-builder and other manufacturers using imported steel; and the Kawasaki Dockyard consequently decided to extend its steel works and manufacture steel plate for its own use, and also for export to the public. The general manager of the Dockyard Company in December last adopted a resolution to manufacture cannon and other arms, and the necessary preparations are being pushed forward. Torpedo-discharging tubes are already made at the yard, and have already been fitted to torpedo boats built for China and Siam. The yard is now occupied with a large order for certain works from the Kure Port Admiralty. Mr. Tsuruta, Naval Arsenal Inspector, has been engaged by the Yard since Navy last to superintend the manufacture of arms at the yard. Mr. Tsuruta has completed his study in Europe, where he spent over ten years, and is now a recognised expert in his profession. The Mitsu Bishi Yard at Nagasaki recently purchased the patent rights in the Far East and Japan of the (English) Parsons turbine engines. The Kawasaki Company sent Dr. Saka, an engineer, and Mr. Matsukata, Governor to America last year, to purchase the patent rights of the (American) Curtis turbine engines. These gentlemen succeeded in acquiring the patent rights for the company, and Mr. Matsukata is expected to return to Japan shortly. Dr. Saka is now in England purchasing machinery and plant for the manufacture of electric motors and engines, a new branch of business which is to be started shortly at Kobe by the company. Three engineers and several operatives at the Kawasaki Dockyard are to be dispatched to the United States to study the construction and working of the Curtis turbine engines.—*Japan Chronicle.*

PROPOSED HOSPITAL AT CANTON

INITIAL EFFORTS.

Reference was made several months ago, says a correspondent, to a movement of the students and alumni of the University of Pennsylvania, to found a medical school and hospital in Canton. In January this plan was definitely launched at the first meeting of the new organization, and the many more student enterprises this body of trustees has established, and it comprises some of the best known business men in eastern America. Among them are Messrs. G. W. Pepper, President of the board, S. Houston, Dr. Howard Kelly, and Dr. Chas. Frazier (Dean of Univ. of Pa., medical department). These trustees take upon themselves the responsibility of raising the budget of current expenses; all enlargement of the work is to be provided for by special subscription. At the outset \$15,000 (gold) was given to enlarge and improve the present out-patient dispensary, which was handed over to the new school by the Canton Christian College. This medical school in Canton is the work of the Christian Association of the University of Pennsylvania and is called the "University Medical School in Canton." While organized independently of the Canton Christian College, it is however closely affiliated with that institution, and is to be its medical department. A few students have advanced in the Canton college to the "topmost class" so that some are already eligible to the medical course. Dr. Woods, formerly of the Canton Christian College, and Dr. J. C. McCracken are the first doctors appointed to the new school. W. H. Gutelius, D.D.S., has recently arrived in Canton to establish the dental department of the school. Two other physicians and a pharmacist are to be sent out within four years to take part in the school and hospital work.

UNOFFICIAL CHINA.

In a country where the great mass of the people are politically inarticulate, where, from temperament and from circumstances they are content to be governed rather than to govern, it is inevitable that more attention should be attracted to the doings of those in authority than to the silent forces at work in the land. Hence it is that foreign observers in China are found for the most part to set store on kaleidoscopic changes in the central administration rather than to attempt to discover whether any distinctive spirit of the times is permeating the bulk of the population. The latter of necessity moves slowly, and is a long time in bearing fruit, if ever it will do. In administrative circles, on the other hand, there is always the personal element to attract, while the chronicle of the Chinese Court have such a picturesque freshness, abruptness and inconsequence, that their study need never prove dull. At the present juncture, however, the bewildering perplexity that characterizes the course of events in Peking politics has outlived the welcome accorded it by the curious, and threatens to disgust those who from love of their subject make a study of Chinese affairs. It is a relief, therefore, to turn from a consideration of the ups and downs of the rival forces of progress and reaction in their struggle for power at the Manchuria Court to the central chronicle of things in the Provinces as it appeared recently to a careful observer well qualified by long experience to gauge the course of events in China.

In another column we publish the substance of a telegram which has appeared in *The Times* from the pen of its Peking correspondent, summing up his observations on a tour through southern China from Hankow to Canton via Changsha, Kweilin, Nanning and Lungchow. Not the least striking feature of Dr. Morrison's description is the emphasis he lays on the peace of the country. The chroniclers of the Peking Press have such a picture of freshness, abruptness and inconsequence, that their study need never prove dull. At the present juncture, however, the bewildering perplexity that characterizes the course of events in Peking politics has outlived the welcome accorded it by the curious, and threatens to disgust those who from love of their subject make a study of Chinese affairs. It is a relief, therefore, to turn from a consideration of the ups and downs of the rival forces of progress and reaction in their struggle for power at the Manchuria Court to the central chronicle of things in the Provinces as it appeared recently to a careful observer well qualified by long experience to gauge the course of events in China.

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Of the other subjects touched upon by the correspondent of *The Times* special interest attaches to his views on the educational movement. Dr. Morrison is emphatic in his approval of what is being done to promote Western learning. From time to time we have heard of buildings erected as or converted into schools and school terms started with considerable éclat, but within a short period the enthusiasm has died away and the school has ceased to exist in all but the name. In South China Dr. Morrison refuses to admit the truth of any such generalization. The teaching, he allows, leaves much to be desired, but the educational spirit is abroad throughout the land; books are in circulation, and most gratifying feature, there is a marked desire on all sides to become acquainted with the English language. The picture presented is a very one, and we should like to believe that it is attaining more and more general application. By such means alone can China rise superior to the machinations of rival parties in high places. With the gradual absorption of Western education will be acquired a more practical appreciation of Western morality in political affairs, and when a people demands with united voice integrity and ability among its officials, its wishes are apt to attain fulfilment. — N. C. D. News.

VEGETABLE VENDOR DROVE TO DEATH.

FOUR MEN, INCLUDING A LUKONG, ARRESTED.

When news got around yesterday that a well-known vegetable vendor at Mongkok had been brutally driven to death by a number of men, Yau-mat-ti was aroused to its highest pitch. The excitement was so great for the first few minutes after the news got well into circulation that it was feared something was going to happen. Crowds of people rushed in every direction hoping to reach the scene of the murder; policemen blowing their whistles, running up and down the street, added more fuel to the fire of excitement. In Portland Street where a mob had already assembled, the real cause of the confusion became known. Sitting on the road-side, his head bowed, with blood oozing from his mouth was Lo Ching, the hawker, who was known to nearly every housewife at Yau-mat-ti. He was dead. Many stories were given as to the cause of Lo Ching's death, but few are to be believed. Some said it was revenge, while others hinted that the "Triad Society" had got back its own. While the matter was being discussed by the crowd, Inspector McHardy, who has recently been transferred to that district, arrived on the scene with an ambulance and the hawker's remains were removed to the Yau-mat-ti morgue for examination. At the same time detectives were sent out to work on the case. Late in the evening four men were arrested on a charge of alleged manslaughter. They were Yung, a hawker, Lin Wei, a street coolie, Chan Chau, an early coolie, and Ng Wong, Lukong No. 260, of Yau-mat-ti Police Station. The four men spent the night in cells. This morning all the facts of the case were in the hands of the police. Lo Ching, the deceased, kept a vegetable stall at Mongkok, on the road leading to Kowloon City. Between ten and eleven o'clock yesterday morning one of the men under arrest, reports say the first prisoner, Yung, went up to deceased's stall and asked for an empty basket.

"What do you want it for?" deceased asked. "I want to take some vegetables home in it," replied the applicant. "I have only a few of these baskets, which are for my customers, and I cannot let you have one," deceased is reported as having said. The applicant snatched the basket from the stall, but deceased had it out of his hand in a minute. A quarrel followed, which wound up by the applicant and a number of his friends setting on deceased with bamboo poles. Deceased tried to defend himself and on raising his hand to guard his head he received a blow on the side which temporarily laid him out. When he saw his assailants making an attempt to escape he got up and pursued them for about 200 yards, into Portland Street, where he collapsed, and died from a ruptured spleen before the police arrived. During the cowardly assault, it was alleged that Lukong No. 260 took a prominent part in the affray. At the Magistrate's this morning, the four men were arraigned before Mr. F. A. Hazledine to answer the charge. They pleaded "not guilty" and they were ordered to be held in police custody until Tuesday afternoon next, when the charges against them will be heard.

COMMERCIAL WARFARE.

SHIPPING MOVEMENTS AROUND AND ABOUT SINGAPORE.

From a paragraph which originally appeared in the *Strait Times* announcing the arrival in Singapore of Mr. L. D. Holt, brother of Mr. Richard Holt, manager of Messrs. Alfred Holt and Co., the *Times* of *Malaya* have been inspired to print a very readable article on commercial warfare in the middle East. From a shipping return published in Bangkok it was learned that German now greatly exceeds British tonnage entering the principal port of Siam. The January entries were: German 24 vessels, 23,125 tons; Norwegian 19, tons 14,570; British 7, tons 5,346; Dutch 3, tons 1,748; French 2, tons 752. Most of the German vessels entering the port consist of coasters plying between Hongkong, Swatow, Hainan (in Hainan Island) Singapore and Bangkok. Until quite recently as the result of buying out the British "S.O." Holt lines, the Germans had almost the whole of the trade between Hongkong and Bangkok, and Singapore and Bangkok, in their own hands, says our *Ipho* contemporary; but since the conclusion of the Russo-Japanese war some enterprising merchants hailing from the land of the Rising Sun have taken considerable interest in the commercial affairs of King Chulalongkorn's dominions, and starting about a year ago, some Norwegian steamers, manned by strong bodies of good things, "the Germans promptly dropped their rates, only to find the Japanese fully prepared to 'go one better,' with the result that freight and passenger fares were soon down to what was regarded as practically an irreducible minimum.

EXTENSIVE JAPANESE ENTERPRISE. Just what the upshot of the 'war of rates' we do not know, but it appears pretty evident that the Japanese did not go into the business without full knowledge of the nature of the opposition to be faced, and, further, that the debut of their vessels in Siam waters was only the first step in a very extensive enterprise embracing practically the whole of the Straits, the Netherlands Indies, Burma and India. Japanese liners have already visited Rangoon, and it is noted abroad that the flag of Dai Nippon will be long be considerably in evidence at Batavia and other Dutch ports, while quite recently it was stated in Indian papers that Japanese steamers engaged in trade with Europe will make Madras a port of call.

KEEN STRUGGLE FOR SUPREMACY. After noting the arrival of Mr. Holt, our contemporary proceeds:— With Japanese and German lines, both of them somewhat heavily subsidised by their respective governments, entering into competition with British companies in fields that not very long ago were regarded as British preserves, it is not surprising that the formation of a new 'ring' or the widening of the Eastern Conference's sphere of influence, the time is high when a very keen struggle for supremacy in Eastern seas will be in full swing.

The old order of things is disappearing; better steamers, speedier mail services, larger subsidies, better accommodation for passengers and the incidence of foreign flags, in ever-increasing numbers, in British India waters is the position of affairs to-day. How it will all end, what the near future will reveal, it is difficult and indeed well-nigh impossible to forecast at this writing. But if it be true that opposition is the life of trade, then there should be good times in store for one or other of the great shipping concerns mentioned, and for shippers and passengers as well.

It is especially satisfactory, therefore, to know that such a prominent and experienced shipowner as Mr. Holt has arrived on the scene in the Middle East, and that signs are happily manifest that John Holt is alert and fully alive to the necessity of moving with the times.

THE BURNING OF THE "NETHERTON."

RAVAGED BY FIRE.

On Wednesday morning, reports the *Strait Times* of its last, the steamer *Nether-ton*, which was partially destroyed by fire, while lying at Pulau Sembilan, arrived here in tow of the *Tanjong Pagar* tug *Mercury* and late in the evening was berthed at the cattle wharf at Keppel Harbour. On the ship our representative was courteously received and the following story of the outbreak was gathered. The *Nether-ton* arrived at Pulau Sembilan on Jan. 7 and at once set to work to unload a cargo of 14,000 cases of benzine. The unloading commenced from the forward, or No. 1, hold. The work proceeded satisfactorily at first, when the coals of the hold blew up with a terrible sound and immediately a sheet of flame, which topped the masthead towered out of the hold. Eleven men, all natives, were working in this hold and not a vestige of their remains has been found. Immediately on the explosion the native crew fled ashore, this being easily accomplished as the *Nether-ton* was lying alongside the wharf. Failing the grave danger and the futility of staying on the ship, Captain Greenlee ordered his European crew to quit the vessel and followed himself. Barely had the ship been left when the No. 1 hold blew up with a roar, and then the whole forward part of the ship was a mass of red flame which gushed up into the sky far beyond the top of the tapering foremast. As the benzine drums burst and their contents poured out the ship seemed to be literally spouting fire, for the flames streamed out of every porthole and in this manner the *Nether-ton* burned away for three days.

THE CHIEF OFFICER'S HEROISM. When Captain Greenlee mustered his men ashore he found that one of the European crew, a German, was missing. Inquiries amongst the rest of the crew elicited the fact that the German had been sleeping in the fore-cabin. As this had not yet been reached by the flames, Mr. Rennie, the chief officer of the *Nether-ton*, gallantly volunteered to go back to the burning ship and try to save the man. Despite the fact that the after part of the ship contained over 6,000 drums of benzine which had not yet been touched by the fire but which might go up any moment, the chief officer boarded the *Nether-ton* by one of the bow mooring ropes. He then rushed through the smoke and fumes of the burning spirit into the fore-cabin. Here he found the man he had come to save sleeping peacefully as a child, all unconscious of the flames raging not half a score yards away. How the sleeper came to sleep through both explosions is marvellous and when Mr. Rennie awakened him, his agitation was very great at finding himself cut off from the shore by a sheet of fire. Mr. Rennie, however, allayed his fears by showing him the way to escape over the bows.

AN AWESOME SIGHT. The *Nether-ton* was left burning alongside till six o'clock on the evening of the day of the outbreak and then at this hour the mooring ropes were cut and the ship was towed out into the stream. The anchor was then let down and the helpless ship blazing away and the dull roar of the flames was a grand and fearful one. Benzine burns with a brownish red flame and this, lighting up the surrounding water, gave her the appearance of a ship floating on a sea of blood. All night long the drums could be heard burning amidst the sullen roar of the flames, and towards morning the ship's sides and steel foremast grew white hot from the great heat and the water alongside began to bubble and boil. The next day the sheet of fire seemed to have gained in volume and those on shore saw the steel mast slowly begin to bend and a melting wax candle slowly it dropped till it lay doubled, upon the deck. Then the steel decks began to fall in and with the collapse of the deck the vessels sides buckled inwards, the bridge and all the winches etc. vanishing into the heart of the flames. The collapse of the vessel's sides gave her the appearance of having burned to the water's edge forward of the engine room. On the third day the fire began to abate as the spirit got exhausted, and the *s.s.* *Besling* then went alongside and pumped water into the bunkers which were on fire.

HALF A SHIP LEFT. In the vessel's after holds there were nearly 7,000 more drums of the inflammable spirit but by a miracle these did not get alight, the fire stopping just outside the room, the vessel being actually completely destroyed up to 150 ft. of her length and the rest quite undamaged. This extraordinary state of affairs can only be realised by visit to the ship. The *Mercury* got to Pulau Sembilan on Wednesday, the 20th, and the next day the *Nether-ton's* anchor was got up. The winch is scrap iron and the heavy anchor was lifted by hand. The task took fifty coolies five hours and could have been done in five minutes with a steam winch. The ship was down by the bow and on the tow to Singapore she started wildly owing to her propeller dragging on the surface of the water.

NOTHING BUT SCRAP IRON. Looking forward from amidships the vessel looks like a wreck got up from the bottom of the sea and only fit for the scrap heap. The steel decks and sides have in places melted into a mass of metal and the iron deck supports are twisted into all sorts of odd shapes.

THE ORIGIN OF THE OUTBREAK. The origin of the outbreak has not been definitely ascertained, but it is believed that the benzine took fire from a spark from two pieces of metal accidentally striking together. The damage will cost about £500 to repair.

THE SHIP'S COOK IS MISSING AND IT IS BELIEVED HE JUMPED OVERBOARD AFTER THE FIRST EXPLOSION AND WAS DROWNED.

TIMELY RESCUE FROM DROWNING.

JAPANESE WOMAN SAVED BY FOREIGNERS.

The *Japan Chronicle* of 5th inst. reports:— On Thursday last while P. & O. steamship *Manila*—due to leave Kobe at noon to-day—was in port at Moji some of her passengers were on an adventure while proceeding to the shore. A Japanese woman, who was about midway between the vessel and land, fell overboard. A Japanese woman, in a drowning condition, struggling against the strong current of the Straits. With great promptitude two of the gentlemen succeeded in lifting the woman into the sampan. She was almost unconscious, and would undoubtedly have succumbed had she remained longer in the water. Dr. Feilday, ship's surgeon on the *Manila*, happened to be among those on the sampan, and under his directions, with the assistance of Mr. Race, the woman was landed in safety. Dr. Feilday immediately applied the Sylvester system of artificial respiration, with the gratifying result that the unfortunate woman was so far restored that she was enabled with assistance to get to her home. The astonishment of the crowd of Japanese who witnessed the resuscitation was sufficient recompense in the way of thanks, and the kindness and attention of the English gentlemen, who were perfect strangers to Japan, will doubtless not be easily forgotten by the people.

THE NAGASAKI HOTEL.

ANNUAL MEETING.

The third annual general meeting of the Nagasaki Hotel Co., Ltd., took place at the Hotel last week. Mr. Frederick Ringer, the chairman, proposed that the report and accounts be printed and passed. He did not think, he said, that there was anything in them calling for special mention or comment from him. Although there was a fair balance at credit of profit and loss, the directors regretted that it was not sufficient to enable them to declare a dividend—there having been, moreover, an understanding at the last meeting that the profit of the year should be put to Reserve Fund. The work for the last six months of the year, he was sorry to say, was very unsatisfactory, a fact attributable to the great decrease in the number of travellers since the disaster at San Francisco. Nor could it be said, so far as Nagasaki was concerned, that the present year had opened any more auspiciously, though it was to be imagined that travel would increase gradually. There had been news from San Francisco that people were beginning to flock to Japan, but it was of course a question whether they would come as far south as Nagasaki. Another circumstance operating against the hotel was the improvement in the steamship service to Vladivostok. Whereas in former days it was necessary that passengers to that port should wait at Nagasaki from seven to fourteen days for a steamer, the steamer now came in the morning and left in the afternoon. The property of the company, the chairman added, remained in a very satisfactory condition, but of course required that certain sum of money should be spent on it each year. The report—states the *Nagasaki Press*—was as follows:—The gross profit on working account amounts to ¥13,300.65, which after deducting all charges leaves a net profit of ¥8,877, which the directors propose to deal with as follows:—To write off building, ¥3,015.40; electric light plant, ¥1,702.13; furniture, ¥1,221.21; carry forward to next account, ¥8,660.

Mr. E. A. Mann resigned his seat on the Board on leaving the port. Mr. P. J. Buckland was invited to accept the vacancy, which appointment requires confirmation at the meeting should this meet with approval. Mr. Buckland retired and offers himself for re-election. The accounts have been audited by Mr. W. M. Wood. As Mr. Wood is leaving port the Directors have pleasure in recommending Mr. Thomas Campbell Robertson as Auditor for 1907.

The resolution as to passing of the report and accounts was seconded by Mr. W. R. McCallum, and was carried unanimously.

THE KIRIN BREWERY CO.

A SHAREHOLDER'S PROTEST.

Mr. H. J. Snow, writing to the *Yokohama papers*, says:—"May I ask you to publish the rest of my speech (enclosed) which I consider was unwarrantably prevented from completing at the recent meeting of the Japan Brewery Co., as it may interest that very large body of shareholders whom I know to be in sympathy with the opposition, but who, for various reasons, have not taken any part in the movement against the action of the Directors. It may add that I am doing this at the request of a number of people who are interested in this matter."

The following is the enclosure above referred to:—"In view of the fact that it is proposed in these resolutions to pay 24 per cent. on the net cash available for return to the shareholders, it is necessary for me to refer to the accounts for 1906. It appears there is a considerable sum to be paid out for buildings and machinery which, although this cash is available for return to shareholders, about which nothing was said in the report, nor does it appear in the accounts presented to the members, as it should have done, it being a liability on the old Company. The accounts were therefore not true accounts, but were, to say the least, incomplete, and calculated to mislead the ordinary shareholder."

"I would like to ask why these liabilities were not put into the accounts? And I would also like to ask why no mention was made of them in the report?"

"The excuse that the exact sum could not be arrived at, owing to various circumstances, is no excuse at all. There is no reason why a sum sufficient to cover the estimated expense, should not have been put to a Suspense Account; then the shareholders would have had some idea as to how things stood. We have no fault whatever to find with the sale of the Brewery, but we do most emphatically protest against the way the Directors have gone about this business of proposing to divert to themselves large sums of the shareholders' money, which they have not earned and have no right to. It is not justifiable, and although we may not succeed just now in remedying the evil, we reserve to ourselves the right to take legal action to recover what we consider we have been illegally deprived of."

"Another question which I desire to ask also, as affecting the amount to be distributed to shareholders, is whether all the new shares, issued in December, were taken up, and if not, what sum is likely to accrue to the benefit of the Company through those shares not being taken up?"

"There is another and more serious matter which is in a way connected with the passing of these resolutions, and that is the ¥200,000 for the directors."

"Now, as Managing Director, does the Chairman participate in that bonus? And does he also participate in the bonus to employees? If so he receives not only his salary and other emoluments attached to the position, but part of this bonus to Directors, part of the bonus to employees, and the 24 per cent as a Liquidator."

"Is that altogether too much?"

THE GERMAN MAIL.

SAVE ARRIVAL IN HONGKONG.

Messrs. Melchers & Co. write us at 1 p.m. on the 13th inst.:—"We are in receipt of the following telegram from Shanghai, dated March 13th, 11:25 a.m.:—"Incoming steamer report having passed, s.s. *Princess Alice* (called on Saturday 3 p.m. from Shanghai) all well on Monday morning during a fog at Steep Island (112 miles from Shanghai)."

[Since receiving the above the *Princess Alice* has arrived in port.—Ed., H.K.T.]

A GREAT FUTURE FOR CHINA.

LET HIM DIG THE CANAL.

LAUDS THE CHINESEMAN AS THE ACME OF HUMAN EXCELLENCE.

Kit Fae Shah, Chinese Consul at New York, wearing the plain clothes of occidental civilization and with a half enraptured expression on his face, listened for more than half an hour last month to a panegyric of his people by Col. H. O. S. Heintand, who was Chief of Staff and Adjutant-General of the American expedition to China to assist in suppressing the Boxer uprising in 1900. Col. Heintand spoke in the meeting room of the Officers' Club on Governor Island before an audience of distinguished military men, active and retired members of the Military Service Institution, says the *New York Sun*.

He said his experience in China was not limited to his year's official duty during the American occupation, and that he had made a careful study of the people. He praised the American soldiers in China and said that their conduct made him proud of his country. They were popular with the soldiers of other nationalities, and one of the chief reasons, apparently, was that they received about four times as much pay as the foreign men in the ranks. If it had not been for the cupidity of other nationalities Japan herself might have accomplished all that the soldiers of the eight nationalities had finally done.

China might have been partitioned between the Powers if it had not been for the statesmanship of President McKinley and Secretary of State John Hay. For the services of America on this occasion China had shown herself supremely grateful. The relations, diplomatic and commercial, had been very cordial since the war. It was a pity that the goodwill that had come to America had been sacrificed by our unfortunate exclusion laws.

Col. Heintand said he regretted that a minority of the citizens of the United States, who had obtained their citizenship chiefly by naturalization, had been enabled to undo the work accomplished through the military occupation. He referred to the Chinese Exclusion Act, which he called a commercial blunder. He said he had no wish to reflect on our national legislators, but he hoped that they would amend the objectionable law, which might be a step towards the restoration of the future with a people who was going to be among the greatest on the earth.

He hoped that Chinese immigrants would be treated just as other immigrants were treated. The undesirable should be excluded and the desirable admitted. All discrimination under the immigration laws should be removed. The educated gentlemen and honourable merchants of China should receive the same treatment as the same class of people from Europe. Their exclusion was not only wrong from a commercial point of view, but was against the doctrine of peace on earth and goodwill to men.

"We have heard and read," the lecturer said, "of a good deal about Chinese labour at nine cents an hour. I can assure you that the Chinaman is not more anxious to work for nine cents an hour than is the workman of any other nationality, including the American. He learns the value of his labour as readily as the best of them. All he wants is a fair show and he will take his chance in competition with the world, whether it is digging the Panama Canal a shovel at a time or playing the greatest game of nations with the ablest diplomats. Let me dig the canal and he will never do anything else; he will have accomplished a task toward fulfilling God's purpose in creating and preserving him."

"We have less to fear from the Chinese, with or without exclusion laws, than we have from irresponsible and unprincipled agitators among us who endeavour to divide the American people into classes, to inspire and foster discontent and viciousness, to arraign class against class, to strike a blow at our material prosperity by arousing prejudice against those whose energy and ability have created and maintained our greatness."

Col. Heintand said he was inclined to discredit the belief that the Chinese empire had a population of 450,000,000. There were no surface statistics on the subject and no surface evidence of the correctness of the estimate. He had a personal opinion of some missionaries, and said he doubted if any adult Chinaman ever had been converted to Christianity. Some of the missionaries had been guilty of looting in the period of occupation. One had been caught in the act by an American sentry and shot in the arm. Later this missionary had exhibited his wound with a show of pride and had declared that he had received it at the siege of Peking.

The Chinese were more democratic than was generally supposed. The will of the people was potent under what was merely theoretical absolutism. There were some features of Chinese civilization that might be imitated in other countries. For instance, the Chinese family paid the doctor only when all in the family were well. The moment any one became ill the doctor's salary stopped, continuing when the patient recovered. If a Chinese bank failed the heads of the preceding and director were cut off and then an investigation was made and all the funds were divided pro rata among the depositors. Speedy trial and stringent punishment, irrespective of the class of the offender, would be a good thing in America, too.

One reason for the fertility of the soil of China, which had been under cultivation for many centuries, was the use of the bodies of the dead to fructify it. The empire was a vast graveyard. Bodies were not buried, but laid on the surface and covered and recovered with turf until they were used as fertilizer. America might take the example of China and instead of throwing its offal into the sea and wasting it might enrich soil that was becoming in some places much impoverished.

In the way of eulogy Col. Heintand said: "I believe the individual Chinaman represents an element of human excellence unsurpassed anywhere on the face of the earth. Chinese business affairs are characterized by great personal integrity. They do not give and take notes for indebtedness. The verbal promise to pay is sufficient, and all debts are settled on the Chinese new year."

and his family such an expression of adverse sentiment and public indignation that they could find in the whole empire no peaceful asylum. There is seldom any plunging in the Chinese commercial world, and when there is it generally makes business for the undertaker. The Chinese are a law-abiding and peaceful people, who dwell in contemplation of a favorite motto, 'If right is right—what's the use of might?' They have never been able to resist the encroachments of the white man, and to add to resentment due to the opium outrage different governments have upon one pretext or another seized China's best harbours and most valuable seaboard until the empire stands itself with scarcely a doorway to the sea that is not dominated by a foreign Power.

There are those who see in the awakening of China what they call 'The Yellow Peril.' The only peril I see is the peril of the highwayman, when caught with his plunder; the peril of the bully when the spirit of the gentle aroused; the peril of the lackey in competition with industry; the peril of the lawyer, surrounded by probity; the peril of a lie when assailed by the truth; the peril of a labour trust when put in fair and open competition.

Let mankind and the nations of the earth disclaim them all and they will cease to see yellow. What I see is the awakening of China to release her from the bondage of superstition, to quicken her latent forces and make her resources and her virtues the heritage of the two continents, the creation of a higher and loftier civilization, incorporating the best features of both for the betterment of all God's children and the uplifting of the human race without prejudice to colour or country.

Col. Heintand said that there was no mistake about Chinese progress; both in commercialism and militarism, and the nation that attacked China under the impression that the now lacked patriotism would make the 'deadliest and costliest mistake of its career.' In concluding, the lecturer said:—

MANCHURIAN ADMINISTRATION.

The Government programme for the re-organization of Manchuria as detailed by our Peking correspondent in a letter we published recently is somewhat ambitious, says the *N. C. D. News*. The fourteen articles of which it is composed include provision for most of the demands made by the Powers interested in Manchurian trade since the signing of the Treaty of Portsmouth. The time within which Russia and Japan are to withdraw their troops is fast drawing to a close. In another two months China will again be the nominal ruler of the province, the fate of which has been responsible for so much bloodshed and the expenditure of so many millions of pounds. The home of the ruling house is once more to be controlled from Peking, and the dilaatory of trade which followed Russian occupation, the disastrous war, and the post-bellum administration, promises shortly to become a memory of the past. Manchuria under Russian administration, with the many exclusive opportunities its possession afforded to the subjects of the Tsar for the promotion of their trade, was to all intents and purposes useless as an international market. And those who expected a speedy revival of trade after the termination of hostilities were doomed to disappointment. What trade there was flowed through other channels than Newchwang, which has long been regarded as the entrepot of the Manchurian market. The last state of Manchurian trade, so far as the majority of merchants was concerned, seemed worse than the first, and the dissatisfaction and disappointment found expression in a series of petitions and appeals to the Ministers at Peking and even to Home Governments.

Now, however, a revival of trade seems to be within appreciable distance. It is true that the internal government of the three Eastern provinces is in a more or less chaotic state, that armed bands infest the country, and that the military administration has not yet been succeeded by satisfactory civil control. The task that China has before her will be no light one. The concentration of the three provinces under one administration will require a reorganization of the Government from top to bottom. Customs houses have to be established on the Korean and Russian frontiers, the Hongtze who have taken advantage of the devastation and disorganization of the war brought in train have to be dispersed or captured, and even the antiquated policy of enlisting the leaders of these outlaws in the Government service is resorted to; strong forces of police and troops will be necessary to ensure permanent order. These are but a few of the responsibilities China will undertake on assuming control of the territory of which she has so long been denied the active administration. As soon as possible after the evacuation of Manchuria by the Russian and Japanese troops no less than fifteen cities are to be opened to foreign residence and trade, under the provisions of the China-Japan Treaty of December, 1905. Thus unequalled opportunities for developing the trade of the country will be placed at the disposal of foreign merchants. There are still some questions at issue between the Russian and Chinese Governments, and these, it is hoped, will be finally disposed of by a conference between Li, E. Tang Shao-yi and M. Pokotiloff this month. Subject to a satisfactory conclusion of these negotiations there appears to be nothing to prevent China from proceeding peacefully to set the home of her present Dynasty in order.

The measures proposed for the reorganization of the Manchurian administration show that the officials at the capital are fully alive to the necessities of the situation; and it is to be hoped that a programme will meet with such general approval will not be relegated to background as soon as China formally enters possession of the Eastern provinces. The consolidation of the three provinces under one Viceroy should make for greater efficiency and homogeneity in administration, and give the territory a better chance of repaying from the trials it has under one. It is easy to understand the feeling in native circles that China will only be the nominal ruler of Manchuria, and that she will find herself handicapped by the complications that must inevitably arise if either of the late belligerents continues to regard portion of the new Viceroyalty as its 'sphere of influence.' No phrase has been more abused than this, or more generally misunderstood; but no phrase will be taken if it implies in Manchuria nothing more than the division of the country into spheres of influence, and the placing of the spheres of influence under the control of the respective Powers. It is not for all exclusive privileges for foreign trade, but for the open door policy.

"WOLF"—AND THERE WAS
NO WOLF.

AND THE CALLER SUFFERS

GODOWN ON FIRE

THE WRECK OF THE "DAKOTA"

THE DISASTER DESCRIBED BY
AND ON-LOOKERS

A VISIT TO THE ILL-FATED VESSEL

14th inst.

On the occasion of the presentation of the gallant medal, by His Excellency the Governor, Lieut.-Col. Sir Matthew Nathan, R.E., K.C.M.G., on Tuesday last, to Ng Sui Tai, coxswain of the steam launch *Lee On*, in recognition of his gallant rescue of a woman and child from drowning, after their sampan had capsized in the harbour during the sudden squall of the 8th January last, "in the course of which," remarks His Excellency, "Mr. Ng's duty was to save life whithersoever he found it."

"It is a noble thing," could he truer, than this, to risk one's own life, to save another's within life ourselves, there is that which arises with us whenever we are threatened or hear of a fellow-being, whose life is threatened with immediate extinction, which causes us to forget our own lives, and prompts us to take all kinds of hazards and risks to ourselves—ourselves being, even if the time is forgotten, to snatch back to life from the verge of eternal extinction. The cry of "help, help!" sets us in a flutter and we want to be there where the shortest help is needed, in order to give it in the shortest possible space of time. That is the humanity. No thought ulterior to the necessary help enters our minds; no anticipation of rewards, or medals, or honours, disturbs our brains. Spontaneously we rush to the scene where our humane services are apparently most required, to render what assistance is in our power, and gladly, willingly render that aid—which, when successful, a glowing sense of a man's duty well done, and nothing more to be said about it. In the turbulent waters lavished to fury by the gale, into the burning buildings, whose windows are belching forth tall-douring flames; down into the cimmerian darkness of the bowels of the earth; deep into the bottom-most depths of the deepest and blackest coal-mine we are ready to go on the humane errand, at the first sign of being wanted. This instinct is not confined to one national ally; as we have seen within the last ten days, when three different nationals have taken the reward of their heroic action in the light of live-saving.

But even in this direction, men's efforts are not once self-interest. One stock of a ribald, jeering gang, headed by a drunken, irresponsible ruffian. And this is just what happened to Sergeant Wilson yesterday. The Sergeant was on his beat when suddenly his attention was attracted by cries of "save life! save life!" coming from the direction, as it appeared, of Pottinger Street. Without losing a moment Sergeant Wilson rushed to the spot in response to the cry, eager to render all the assistance he possibly could have given. But alas! the assistance he was giving was saving life to save life to save? Not a word uttered by a drunken, grinning rascal, who continued to shout out "save life!" while the usual crowd stood around and jeered. Investigation developed the fact that no accident had occurred, no crime been perpetrated, no fire been ignited, and no lives needed saving—the rescuer was in fact fooled! The drunken bawler was arrested and charged with being drunk and disorderly, and the magistrate imposed a fine of \$5. A sentence in the stocks, or birching, might not have been amiss to the offender, who was ignorant and coolie, who might excused, and the man who gave him name, Cheong Kam Ming, a shopkeeper, (No. 20, Des Vaux Road Central, and therefore man who should have known better.

**LUKONG, MAIL-SERVANT AND
SUGAR DUMPLINGS.

A DISPUTE DECIDED.**

A Lukong, as the defendant, a maid-servant taking the part of the complainant, and sugar dumplings, which playman, lead part in the comedy, and the role of a C. A. white cane for Mr. C. A. Melbourne Police Court, on the 14th inst.

at West Point yesterday afternoon, and although the police at No. 7 Police Station were not successful in capturing the offender, they picked up a clue which led to the recovery of the stolen goods.

At about 6 o'clock yesterday afternoon a European-looking Chinaman, looking very much indeed, strolled into a tobacconist shop at No. 138, Des Voeux Road West, and asked to see the manager. When that gentleman appeared he was handed a pass-book, purporting to be from a very influential firm in Bonham Strand, which had considerable dealings with the tobacconist shop. The manager told the messenger to take a seat, a fohki offered him a cup of tea, and the manager handed him a cup of water, to consult the pass-book. An entry in the book read:—"Supply bearer with three boxes of Imperial cigarettes on our account."

"The impression of a chip followed this entry," the manager was satisfied with the chop.

"Shall we send the goods to your firm at once?" he asked the messenger.

"No, thank you," replied the messenger. "I have made arrangements to take delivery now. My colleagues are outside."

The cigarettes, which were valued at \$273, were got out of the storehouse; the manager chopped the paid bills with three boxes of Imperial Chops, and the messenger, calling his coolies and the cases removed.

Later, this afternoon the manager and his staff had a conversation regarding the matter and none of them appeared to be satisfied with the transaction. There was a "something" which appeared "fishy." In order to satisfy himself that things were right the manager paid a visit to the firm in Bonham Strand. There he learnt to his astonishment that they had ordered 300 cigarettes, and that they proved the genuineness of their pass-book. There was no need for cigarettes to be found in it.

Without waiting for another word the annoyed merchant hastened to No. 7 Police Station and unfolded his story to Inspector Collett, who deputed Sergeant Gordon to inquire into the matter. The sergeant, after making inquiries, picked up a clue. He went on board the steamer *Hoi-chin* and found the three cases of cigarettes ready to be shipped to Kwong-chow-wan. The birds and the ready flown away.

The cases were seized and removed to the Station to the great delight of the employees of the tobacco firm. The thieves were wanted.

TUNG LOI LANE FIRE.

NO CAUSE FOR SUSPICION.

15th inst.

On the 1st instant, it will be remembered reference was made in these columns to the arrest of several men in connection with a fire which destroyed two tenement houses in Tung Loi Lane that morning. The blaze originated in house No. 4 and before the firemen could get to the scene the adjoining premises—Nos. 3 and 5—were ablaze. Both buildings were destroyed, but no lives were lost as all the occupants fled before the outbreak on February 1st.

The fact that the fire spread so rapidly, coupled with the rumour that the building in which the fire originated had been insured for \$6,000 only three days prior to the outbreak, made the police suspicious, and when the fire was extinguished the master and his two accomplices were detained by the West Point police pending an investigation. The inquiry lasted many days, during which the trio managed to give a reasonable account as to the origin of the fire and they were discharged yesterday. It is not stated whether the blaze originated. It is presumed the overturning of a light kerosene oil lamp was responsible.

CANTON-KOWLOON RAILWAY.

It will be seen from a telegram, of which (*Shanghai Times*) give the substance in a note, that the final agreement for the construction

which broke out at West Point in the hours of this morning were "Water, dear!" "Their cries" were in vain. Every fire hydrant in the vicinity was tapped for its fluid, so precious at fires, but nothing happened. Even the fire engines, stationed on the way, made some considerable distance away, seemed to refuse duty, as the flames, which arrived at the scene, vomited a spray from a watering pot, and the fire hydrants in that locality were under repair, so it was alleged, therefore, not an ounce of water would they produce. The assurance from the engines was useless. A fine attachment for the firemen. All this time the fire was blazing away rapidly. After a few of about thirty-five minutes the pressure in the engines got stronger and work was started. The fire broke out at 3.45 o'clock in rear of No. 6, 4, Sai-on Lane, a godown owned by K. C. Lim. The flames were noticed by a policeman at No. 7, Police Station, who immediately turned in the alarm. When the firemen reached the scene the entire building was enveloped in flames. Hoses were laid, but they had to wait, so we are informed, for over an hour before a sufficient supply of water could be obtained. By the time the fire of a sufficient pressure was available, the flames had spread to the adjoining house, and for a time threatened the adjoining block. This did not materialize, however, for, through the strenuous efforts of the firemen, the flames were confined to the two buildings. At six o'clock the blaze was partly extinguished, but the debris was still smoldering long after ten o'clock to-day, the cause of the outbreak is not yet known to the police.

The damage done is not definitely known, but approximately it is estimated at \$1,500. The premises were insured for \$75,000 at follows:—The Commercial Union Assurance Company; \$10,000 in the Fong Hin On Company, and \$3,000 in the Fong On establishment. The godown was insured, and the adjoining building where the flames spread received very slight injury. The police have charge of the buildings.

ARRIVAL OF H. M. S. "SPARTIATE"

H. M. S. *Spartiate*, under the command of Captain Greydon J. Sykes, R. N., arrived in Harbour on the 10th inst. from Portsmouth which she had left on the 9th January and called at Suez, Malta, Port Said, Suez, Perim, Aden, Bombay and Singapore. On her way to the Far East she remained at the Indian port, during the visit of His Highness the Amir to Bombay.

The *Spartiate* is a first class protected-cruiser having a displacement of 11,000 tons and engines working at an indicated horse power of 18,000 giving a speed of 20.75 knots per hour. The vessel which is a sister ship to the *Amphitrite*, *Argonaut*, and *Andromeda*, was laid down at Pembroke on 1st May, 1897, and launched in October, 1898. She is in commission for about eight months now. She is built of steel and provided with two screws and has four funnels and two signal masts. Her dimensions are: length 435 feet, (over all) 464 feet 6 inches; beam 69 feet; mean draught 25 feet 3 inches (the vessel has bunkers capable of holding 2,000 tons of coal. She is provided with two sets of four cylinder inverted triple expansion engines and Belleville boilers, having a heating surface of 4,240 square feet. She has steel deck, 25 to 3 inch casemates for 6 in gun (11) 4 in. Harvey; Gun Shields (4) in 43 in. Conning tower 1 inch. The armament of the *Spartiate* consists of 166 G in (4 in) cal of 12 in casemates on forecastle 2 in shield on poop 12 in, 2 casemates on broadside 4-6 in upper deck casemates. 12-12 per 2 in mainmast or field, 3-3 per 2-45 in 2-11 in.

from the *Koba Herald* of the 5th inst.; we reduce the following account of the disaster:

Dakota:—

The local office of the Nippon Yusen Kaisha, agents of the Great Northern Steamship company, issued the following statement this morning: "We have in receipt of advice that the *Dakota* has no prospect of saving the *a.s.* and her cargo. The *s.s. Hakui Maru* has specially dispatched yesterday morning to Yokohama to the scene of disaster with a to receive her passengers and mails, but failed to a severe gale no communication could be had with the shore. The passengers and majority of the crew subsequently were taken overland to Tateyama, where the bark *the Hakui Maru*, which was to leave at 10 o'clock for Yokohama."

The *Dakota* sister ship, the *Minnetoka*, was away Yokohama at 1 p.m. yesterday, instead of 10 o'clock as usual, with the object of seeing there was any chance of rendering assistance to a distressed vessel.

We understand that the *Dakota* cost the company at Northern Steamship Company about \$500,000 gold, of which about \$150,000 gold was covered by insurances, the risk being shared by a number of offices. The *Dakota*, it may be noted, has almost been a somewhat of a bad vessel. In her first outward voyage from Seattle she had to put back owing to injuries to her propeller, and it will be remembered that not long ago a fire occurred on board while she was in Kobe Harbour.

THE MAILS.

There appears to be some confusion as to number of mail bags which have been sent. The local office of the N.Y.K. announced this morning that 257 bags had been sent out of 283, but it was subsequently ascertained that an error had been made, and that only 31 bags out of 283 had been recovered.

The Koba postal authorities, however, stated that 47 bags have been received. Yokohama communication, through which we have received from the Koba Bureau, the Superintendent of Foreign Mails, runs as follows:—

"Please note that the following message, dated this morning at 2 a.m., has been received from Yokohama: '*Hakui Maru* came back from the scene of disaster bringing 47 bags of mail from *Dakota*, which are all wet. They are now being dried; will forward them to you as the address' is ascertained.' This probably means that the tags denoting the unidentifiable and bags were lost or became unidentifiable and that the Yokohama office is trying to find out the addresses of the bags."

It appears that some of the mail bags were removed from the vessel. Those which have been recovered were floated into the sea and drifted ashore.

A VISIT TO THE WRECKED VESSEL.

The *Mainichi* has received the following telegram from a correspondent whom it despatched to Shirahama: "I went out to see the *Dakota* in a lighter this (Tuesday) morning. The sea was very high, and I got next to the skin, but after great difficulty my party succeeded in reaching the steamer. She presented a lamentable spectacle. Only about twenty per cent. of her hull showed above the surface of the sea; and she had a very list to one side. Her screw was high in the sky. Great waves were beating the water into foam all around my vessel. I hesitated to go along-side, but I eventually got close to her starboard side and was able to climb on board with the aid of a rope which was hanging from the deck. The condition of the interior of the vessel showed how great had been the haste with which the passengers had been compelled to leave. The cabins and other parts of the vessel were all littered with scattered articles of toilet, pieces of clothing, and provisions. The boats were still on the water. Apparently they were all in lower than the water."

The number of the ship will be very difficult to ascertain, as it is not known whether the ship is marked in the charts and is very well known to navigators. It is very difficult to stand how such a disaster could take place in broad daylight. With regard to the loss sustained by the *Dakota*, it is said the triple-bottom has been broken through, and it being heavily injured. As the past the books have been lost, no exact knowledge regarding the cargo can be obtained. It is estimated that it would be a total loss. It is reported to the Captain of the *70kat Maru*, a coasting steamer plying between Tokyo and Shiohoushima, who witnessed the disaster, that the *Dakota* arrived off Shirahama on Sunday noon at about 5 o'clock. The vessel struck a submerged rock so hard that she went half the rock, and in consequence the bow was completely submerged. The *Tekai Maru* started a boat to the rescue, and a large number of fishing boats also put out from Shirahama to the scene of the disaster. The bows of the *Dakota* were also lowered, and the passengers were conveyed safely to Shirahama, experiencing some difficulties on account of high waves sweeping the coast.

NARRATIVE BY LADY PASSENGERS.

Arrival of the passengers of the *Dakota* at Shirahama in Yokohama on Monday night from Shima, and two of them, Mrs. Doembecher and Mrs. Forbes, have been interviewed by a representative of the *Japan Herald*. From their statements it appears that the vessel struck the rocks about five o'clock on Sunday noon. The weather was clear, with scarcely a breeze to disturb the waters. The *Dakota* started the Inuboye Lightship. The *Dakota* struck the rock, and signals were exchanged between the vessel and the lightship. Between five and six o'clock many of the passengers were on deck watching the ship sinking. The western sky it was, in fact, one of the calm and peaceful evenings one could wish to experience at sea. About five o'clock those on board heard a grinding sound as the *Dakota* struck over the rock. The passengers did not realise what had happened until the vessel was on a dead stop. The vessel tilted, and the passengers began to settle. The *Dakota* was in a short time close to the shore, and the lightship to the Nojima lighthouse. A number of sampans were sent to the vessel. Into these, as well as to the ship's lifeboats, the passengers were transferred, the work being carried out quietly and without any mishap. Several of the passengers took their handbags, but no heavy baggage landed at the time. By half-past five o'clock—in broad daylight—the whole of the passengers had been taken off. Some were landed at the Nojima lighthouse, and accommodated at the inn, while others went ashore and were put up at the village of Shirahama. The ladies speak in terms of praise for the assistance rendered, and kindness shown them by the villagers. There were reports current among the passengers that the fishermen and villagers had commenced looting the vessel, and that some of the ship's papers were stolen—but these reports they were unable to confirm. Nothing of the kind came under their personal observation.

REPORT BY THE CAPTAIN OF THE
"OMI MARU."

THE N.Y.K. liner *Omi Maru*, which was despatched to Shirahama to render assistance to the *Dakota*, returned to Yokohama on Monday evening before eight o'clock, without being able to achieve anything important. Captain Arakawa, when interviewed by a press representative, is credited with saying that when the *Omi Maru*, which was arriving at Shiohoushima at the time, arrived off Shirahama at about nine o'clock in the morning, a strong westerly wind sprang up, causing a heavy swell. When the steamer approached Nojima-zaki at about nine o'clock, high waves were sweeping the coast, rendering

Station, was summoned by the maid-servant Wong Ho, of No. 55, East Street, for assistance. Mr. H. K. Holmes appeared for the prosecution and Inspector W. Warnock conducted the case on behalf of the police.

Wong Ho, a stubby-looking girl, opened the performance. She declared she worked for a family as servant girl at East Street, and about three o'clock on the afternoon of the instant she was engaged in the pleasant occupation of chopping wood on the front porch near the door of her house. She was conversing with another servant girl, a distance away she saw a *lukung* (the defendant) standing on the same fourth-story, suikarunged dump on the same fourth-story, where the dumplings came in. (The *lukung* seized her by the arm and slapped her twice on the face.)

"Would you like some dumplings, sister?" he asked her, pointing to the bowl held in his hand.

When asked why she did not like the dumplings, she spoke to her companion of the weather conditions.

"Hurry up and take yourself and that away, you putrid leg of a sow!" she said, the *lukung* then said to her:

"To avoid any trouble, the stubby young continued, she gathered up her wood and came to the stairs. The *lukung*, she then followed her. Half-way up, she averred the *lukung* seized her by the arm and slapped her twice on the face.

"Let me look for my earrings now?" asked the *lukung* when he was finished with her face. "He would not," she protested. "He dragged me down the staircase at the station, tearing my jacket." At the station the inspector refused to charge her and returned home, told her employers of the matter and had received at the hands of an officer of the law, and afterwards took summons against him.

The young thing in putting her case before the Court made a little drier, they really were, hence the decision arrived at by the Court. In cross-examination the inspector said that while in the courtroom she had lost her earrings and she him her torn jacket. Inspector W. denied that any such thing had happened and started to relate what happened in the courtroom, which overthrew the case for prosecution.

The defendant "was not particular" when he made his statement in the witness box from where he stood, he said, when asked a question. "On the day in question," he said, "I saw complainant cutting wood on the fourth-story, but I was not here," he said to her. "You are damaging the footpath somewhere." She paid no heed. He told her, thinking she would go away, but he saw her still there when he returned. He asked her. He then spoke of the inspector refusing to charge the girl, he maintained that a summons would do. The girl was released and he followed her down to the street, where she opened fire with "awful language" she "sneezed in so impertinent a manner" he re-arrested her.

"Dismissed," announced the Court, and two servant girls strutted out of Court as hard as their teeth would allow, and very annoyed indeed.

Railway was signed at Peking on March 31 by Mr. Henry Keswick, noting on behalf of British and Chinese Corporation, Ltd., a preliminary contract for this line was signed March 28th 1899, but the subsequent negotiations have delayed the signing of the supplementary contract for more than eight years. It must be a great satisfaction Sir Matthew Nathan, the Governor of Hongkong, to have brought these negotiations to a successful issue, as also to the local representatives of the Corporation, Messrs. Jardine, Matheson & Co., and the Hongkong and Shanghai Banking Corporation. The opposition of the Canton gentry for a scheme to threaten the scheme, with patience and tact on the part of the representatives of the corporation have won the day. There can be no doubt that a good railway will now be built in a short time. It will certainly pay good dividends, and from the results of the working of the Canton Samshui line, and will be a valuable lesson to the people of Canton, in the way that should push on the construction of the Canton Hankow line.

CATTLE BREEDING IN JAPAN.

GOVERNMENT PROPOSALS.

A Government Bill relating to inspection of stud bulls is now being discussed in the House of Representatives. At the proceedings of a committee on the Bill on 1st inst. in reply to Sakamoto, Mr. Wada, Vice-Minister for Agriculture and Commerce, stated that in examining animals for stud purposes the authorities intended to select bulls more than a year and half old, exceeding four feet in height, sound in health and temper. For dairy purposes, the breeding of Ayrshire stock would be encouraged.

Mr. Sakamoto asked whether the Government intended to select Japanese cattle for breeding purposes in future.

The Vice-Minister for Agriculture and Commerce stated that the Japanese were inferior to the European or American cattle in all respects. The average weight of Japanese cattle, added the Vice-Minister was 70 *kawanno*, while European or American averaged from 100 to 125 *kawanno*. Japanese cattle were also inferior in pulling power, averaging four miles a day with a load of 1500 *kawanno*, European cattle with a load of 2000 *kawanno* done by foreign cattle.

Of the Japanese cattle were over twice as large as those of Japanese, were stronger and the price was three times higher. Japanese calves varied from 720 to 760, as compared with 1400 to 1500 for European calves. Under circumstances, the Government intended to gradually replace Japanese cattle with European, and this tendency prevailed throughout the Empire. The Vice-Minister stated, in reply to a further question, that the inspection of stud bulls was proposed to the authorities, but it was proposed to the officials in the Central Government for supervision of the inspection, in order to improve the quality of the stud.

The appointment of such officials would cost the Government ¥20,000 a year. At present there were about 3,400 stud bulls and 100 cows in the Empire.—*Joan Chronicle.*

torpedo tubes, two submerged on Branson one afloat above water. Torpedoes 7-18 in. and 5-14 inches. The total weight of the vessel with armour is 6,975 tons and the crew's complement of 677 officers and men.

**EX-DISTRICT WATCHMAN'S
HORROR.**

A VISIT AND THE RESULT.

14th inst.

Ng Hion, an ex-district watchman, now he calls himself a coolie, was the object of much interest at the Police Court, this morning, since he at one time co-operated with the police in suppressing crime. Ng was charged by Inspector Gourlay, of No. 5 Police Station with theft. At No. 17, 'ai Wong Lane there lives on the 2nd floor two women. One of these Ng, until yesterday, called his love. He called on her yesterday morning to pay his respects, and particularly to borrow \$10. She accepted the greeting, but had nothing to lend. Ng said he did not mind, he was not so greatly in need of it, but if she had, he could put it to some use, and laid himself down on a bed to have a pipe or two of opium. Underneath the pillow, which his head rested on, was a hand-bag, containing \$260. Ng knew from a previous experience that the hand-bag money was kept under the pillow, so when the women left him alone he dispossessed, and the bag went with him. When his love returned the room she was surprised to find the bag vacant, and after a search was more surprised to find the hand-bag gone too. Finding she could not get anything to save her man she thought it would do a good try and succeeded. Unfortunately for the ex-D. W. the hand-bag and its contents did not belong to his love, but to the other woman, who lodged a complaint No. 1 Police Station and Ng was arrested. Mr. Harland found him guilty of larceny and sentenced him to three weeks' hard labour and four hours' stocks.

**THE JAPAN-CHINA STEAMSHIP
COMPANY.**

PROGRESS OF THE SCHEME.

The negotiations, which have been in progress for the incorporation of the Yangtze Navigation of the Osaka Kosen Kaisha, Nippon Yusen Kaisha and Hunan Steamship Company, according to the *Japan Chronicle* are said to have made much progress. The incorporation was proposed at the suggestion of the Government, which, as is well reported in our columns, offered a subsidy to the combine. A special general meeting of the stock of the Hunan Steamship Company unanimously adopted resolutions to effect that the company should deliver to combine now being organized all the vessel property on land and water, premises, if located in-land of the company as the share of the Hunan Company of the capital of the company. This transfer is to be effected on condition thought it, and the conclusion of agreement with the new company and incidental matters should be left entirely to the Board of Directors.

of the disaster, my sendo, who was on shore at the time, informed me that when, in the latter part of Sunday afternoon, a great vessel was seen approaching the coast, the people crowded down to the beach to ascertain if anything was wrong, this being the first time that such a large vessel had been seen so close in. Presently a loud crash, like the report of a cannon, was heard, and in a few minutes the vessel's decks were seen to be crowded with people, while some cries of distress from the women on board were heard. Realising that a disaster had occurred, the villagers at once despatched to the vessel all the available boats and lighters, and rescued those on board. The coast in this locality is very dangerous, and big vessels such as the *Dakota* always keeps about three miles off this point. The fact that the *Dakota* ventured so near is therefore regarded as very strange. The Captain and other members of the crew landed on Monday night. The Captain is in a condition of great mental distress and refuses to make any statement. Great excitement prevails at the village of Shirahama, most of the passengers being accommodated at the schools and in the houses of the peasantry. Their presence has caused great scarcity of provisions. The price of a egg, has jumped up to 30 sen, and rice has also become much distressed. Some of the lady passengers are very grateful to the villagers, who are doing all that is possible to make them comfortable. The passengers are now being transferred to various other places.

HOW THE DISASTER HAPPENED.

The *Asahi* has received the following message from its correspondent at Shirahama:—The circumstances under which the disaster to the *Dakota* occurred are not yet clearly known. I gather from statements made by some of the passengers and crew, that the vessel was proceeding through a calm sea, with beautiful weather at about 4 o'clock on Sunday afternoon, when a loud crashing noise was heard, something like that caused by the explosion of a floating mine. The hull was terribly shaken, and at once developed a heavy list. For a time there was much excitement among the passengers, but before long two of the vessel's boats and a life raft were lowered while a number of craft of various kinds arrived from the shore. Ten first class passengers, fifty-one second class, and thirty-four third class, with about two hundred members of the crew, had been safely landed by 6 o'clock in the evening, there being no casualties. The bow of the steamer is now deep under the water. Her engine room filled in twenty minutes. The forepart of the vessel sank rapidly that even the two hundred and eighty-eight bags of mail matter could not be recovered. Thirty of the bags, however, drifted to shore, where they were picked up on the following day. Among the passengers are, Captain Harris and Captain Thomas, believed to be naval officers, three German officers who have come here to study the Japanese Army system, and their wives, and Mr. Konobidzu, Captain Harris is on his way to the Philippines. Marine engineers have visited

YOKOHAMA.—A schooner stranded on the submerged rock popularly known as the Oocone reef, which lies about a mile east of the lighthouse at Nojima-akaki—a most dangerous spot. After repeated attempts at signalling, the Captain of the *Omi* managed to communicate with the lighthouse, informing them of his mission. At about noon a fishing-boat was sent off to the *Omi*, and provisions, etc. were put on board. Mr. Atsumi, the assistant manager of the Yokohama branch of the G. N. E. & W. Co., Mr. Williams, passenger agent of the G. N. E. & W. Co., Mr. Tsumitsui, third officer of the *Omi*, and Mr. Moore-Graham got into the boat and made for the shore. In the meantime the waves increased in force, and further assistance was rendered impossible so the Captain decided to put back to Yokohama, after taking on board a portion of the mails. ALL the passengers were accommodated near the lighthouse. The *Omi* sighted the Japanese cruiser *Yayeyama* and a torpedo-boat at the close of the disaster.

The Yokosuka Naval Station dispatched the cruiser *Yayeyama* and a torpedo-boat on Monday morning to the reefs of the wreck to render assistance, but owing to the strong wind and high waves prevailing on the coast the warships were compelled to abandon the attempt to reach the vessel.

THE RUSSIAN SUGAR INDUSTRY.

DEVELOPMENTS IN NORTH MANCHURIA.

A Mukden message to the *Asahi* says:—The Russians have established beet-sugar factories at Tairai and Tsushir in Siberia, and have set up sugar-making machinery with the latest improvements. They are also taking steps to raise beet crops and if the trials prove a success, the Russians intend to convert the opium fields into beet farms, and by developing the beet-sugar industry make it the principal staple of North Manchuria.

CHINESE SAILORS' STRIKE.

THE CREW OF THE "PLEIADES."

A Tacoma despatch of 9th Feb. says:—After all arrangements had been made to transfer the Chinese crew of thirty of the American steamship *Pleiaides*, which has been withdrawn from the trans-Pacific to enter the coastwise trade, to the tramp steamship *Swearick*, the Orientals last evening took a notion that they wanted more pay and refused to sign. Capt. Shotton informed the Chinese men that they could work for the boat if offered or not, at which the Chinese preferred not to work, so the *Swearick* sailed last night leaving the *Pleiaides* crew in the lurch.

The regular Chinese crew of the *Swearick* had paid something like \$18 each a month. Capt. Shotton wanted the *Pleiaides* men to work for less. It is up to the *Pleiaides* to get the Chinese back to the Orient, as they signed for the round trip. They will probably be ordered deported by the immigration officials on the next liner to China at the expense of the *Pleiaides*.

THE WRECK OF THE "ROBERT COOK."

SALVAGE OPERATIONS POSTPONED.

The Danish salvage steamer *Protector* returned from the *Paracels* last Thursday afternoon. Her second expedition to Cape Varella for the salvage of the *Robert Cook* was postponed on account of the weather conditions prevailing at the Cape, rendering an approach to the wreck for some time and seeing no chance of the weather moderating soon, the *Protector* has had to further postpone any attempt at salvage operations until early next month when it is expected the monsoon will be rather more favourable for the work. As is known, the *Robert Cook* has long since been abandoned to the undertow by the Hongkong and Whampoa Dock Co., Ltd., and the *Protector's* expedition is accordingly conducted on behalf of the insurance company. Although the exact amount of the consideration money to be paid in case of success has not transpired, we believe that the salvagers are not adverse to undertaking the job on the no cure no payment system.

S. S. "HONGKONG" REFLOATED.

SAFE AT HOIHOW.

The French s.s. *Hongkong*, for which Messrs. A. R. Mory & Co. are the local agents and which stranded between Mofei and Hainan Head last month, has, according to information received in the Colony on the 13th inst., been successfully re-floated and since proceeded to Hoihow. The *Hongkong* will be temporarily patched up where she lies, and will then be brought over to Hongkong for repairs. She is expected here on Friday morning.

PUBLIC COMPANIES.

REGISTERED IN HONGKONG.

In the annual report by the Registrar, Supreme Court, it is stated that the total number of companies registered from the commencement of the "Companies Ordinance, 1865," was 501 with an aggregate capital of \$330,470,873.

Of the 501 companies on the register 85 are defunct, 2 were not floated, 114 were wound up and 46 were in the course of being wound up, leaving 354 on the register at the end of 1906 representing an aggregate capital of \$152,246,055.

There were 39 companies registered in 1906, the revenue from which was—

Registration fees \$5,716.50
Filing and other fees received during the year 2,583.00

\$8,299.50

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

The report for presentation to the shareholders, at the thirty-fourth ordinary meeting to be held at the society's offices at noon, on Saturday, the 13th April, is as follows—

The Board has now to lay before the shareholders a balance sheet containing a summary of the property and liabilities of the Society on the 31st December, 1906, and a statement of accounts to the same date.

1905 Account.—After payment of the interim dividend of \$30 per share and the bonus of 10% to contributors, passed at the last annual meeting there remains a balance of \$35,249.04 as per annexed statement.

The Board recommends that this sum be appropriated as follows—

A dividend to shareholders of \$12 per share on 10,000 shares \$120,000.00
An addition to the Sterling Reserve Fund of £30,000 at exchange 2/3 3/4 264,827.59

To be carried forward to Underwriting Suspense Account to close the account for the year 1905 450,463.05

\$835,290.64

1906 Account.—The balance of Working Account on the 31st December, 1906, was \$508,490.31 as per annexed statement.

The Board recommends that an interim dividend of \$30 per share be paid to shareholders out of interest, amounting \$372,000, and that a bonus of 20% be paid to contributors, amounting \$250,000, and that the remainder be carried forward.

New Issue of 2,400 Shares.—All these new shares have now been issued. The shares in the China Traders' Insurance Company, Limited, acquired by the Society have been valued for the purpose of the balance sheet at \$90 per share and the profit accruing to this valuation has been treated as a premium on the new shares issued in exchange for them. The new shares rank *par passu* with the old shares of the Society for the final dividend on 1905 account as well as for the interim dividend on 1906 account and the final dividend thus paid on these new shares will be charged against the premium on the new shares. After allowing for this final dividend the balance of the premium on the new shares amounts to \$1,330,688.14 which sum the Board has applied as follows—

Transferred to Silver Reserve, \$1,000,000.00
Transferred to Investment Fluctuation Account 330,688.14

\$1,330,688.14

DIRECTORS.

Since the last general meeting Mr. H. W. Slade has resigned his seat on leaving the Colony, and Mr. G. Balloch of Messrs. Gilman & Co. has joined the Board.

In accordance with clause 66 of the articles of association Mr. G. H. Medhurst and Mr. A. G. Wood, retire, but offer themselves for re-election.

AUDITORS.

Messrs. W. Hutton Potts and A. R. Lowe, retire, but offer themselves for re-election.

A. G. WOOD, Chairman.

Hongkong, 15th March, 1907.

BALANCE SHEET.

On the 31st December, 1906.

To capital 14,000 shares of \$50 each—\$700,000.00 upon which \$100 per share called and paid up \$1,400,000.00

To reserve fund—

Silver \$5,000,000.00

Sterling £300,000 355,705.45

To unclaimed bonus and dividend 3,355,193.45

To exchange fluctuation account 250,549.45

To investment fluctuation account 200,157.00

To working account 1907 balance 85,209.06

To working account 1906 balance 2,583,000.00

To insurance fund £125,150 1,251,500.00

To underwriting suspense account 4,500,463.05

4,500,463.05

\$5,705,193.45

\$5,705,193.45

\$5,705,193.45

\$5,705,193.45

\$5,705,193.45

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\$5,705,193.45

To sundry creditors \$19,725.38
To bills payable \$4,585.10
To estimated liability under cash certificates issued in part payment for China Traders' shares 529,788.00

\$10,465,413.77

By Cash on current account at Hongkong 93,593.03

Cash on deposit with Banks in Hongkong, Shanghai and Singapore 634,003.02

Amount invested in mortgages, debentures and other securities in Hongkong, Shanghai Yokohama and Singapore 3,016,546.86

Amount invested in London viz:—

Deposited in Banks £136,000.00

Other investments 277,748.16

\$413,748.16

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WIRELESS TELEGRAPHY.

Canton, 9th March.

The proposal of the High Authorities of Canton for the installation of wireless telegraph in the city has already been reported. It is now stated that the Viceroy has wired to Peking about the proposed installation.

GOVERNMENT LAUNCHES.

In consideration of the report from deputy Chuang that nearly half the Canton Government launches are in a bad condition and they are in want of necessary repairs, and it was impossible to have them all repaired at the same time on account of the shortness of funds in the Government treasury, H. E. Chow has given authority to first of all repair those launches which need immediate repairs, but at an estimated cost of less than 300 taels each.

OFFICIAL RESIGNATION.

With reference to the despatch from the commander-in-chief, Li Fuk Hing, asking the Viceroy Chow to request the Throne to permit him to retire, H. E. Chow has prepared a memorial to be forwarded to the Throne accordingly.

NEW INSPECTOR OF MINTS.

The high authority has sent a well-known party to Hongkong to receive H. E. Chau Pit, Inspector of Mints, who is expected to arrive at Hongkong some time to-day.

RAILWAY FUNDS.

In compliance with the request of the officials of the Canton-Hankow Railway Bureau, a meeting of shareholders was held yesterday at the Canton-Hankow Railway Company's office, at which three gentlemen, Lo Po Shun, Fong Shiu Ting, and Li King Foon, were appointed to sign for the Company, and at the same time eight others were selected as representatives to accompany the well-known of the Canton Government Railway Bureau to Hongkong in connection with the change of deposits.

OPPIUM RESTRICTION.

It is reported that the Chinese Government has decided to put the sale of opium into the hands of officials in order that the sale and use of opium might be diminished in quantity year by year and totally prohibited at the end of a period of ten years.

STUDENTS FOR PEKING.

At the examination to select suitable candidates to be sent to Peking for a grand examination and education there, have been selected fifty-three students of the Ku Yen degree and fourteen of the senior licentiate degree to be sent to the capital.

RAILWAY MATERIALS.

The Canton-Hankow Railway Company has received a telegram from H. E. Sheng Kung Po, Director of the Han Yan Iron Works, stating that the Works are unable to execute the Railway Company's order for railway materials on account of the time limited and has accordingly refused to execute the order.

HONAM POLICE.

Since the establishment of the Honam Police Force everything has been going on satisfactorily. There are at present three stations situated at different parts of the island, besides the Honam Head Police Station at the Hoi Tung monastery. It has been found that the number of stations and the numerical strength of the force is at present insufficient, so the authorities have now decided to establish another station at Tung Mei To, where the robbers appeared to be pretty active lately.

SILK WORM REARING.

Yesterday, the Provincial Treasurer and Examiner Wu and Provincial Judge Chu proceeded to the Silk Worm Rearing College on the occasion of the opening of the College after the Chinese New Year vacation.

DEAR RICE RIOT.

Canton, 11th March.

In the district of Tungku the rice has considerably risen in price: one picul costs five taels or more. At 4 p.m. on the 8th instant several thousand famine-stricken people in a body created a disturbance at the rice merchants' guild building and destroyed it. The police arrested the leaders of the mob and brought them to a police station. The people becoming more inflamed at their leaders being arrested, appeared at the police station and demanded the release of their leaders. The police being unable to disperse the mob, shot two of them dead instantly and wounded about ten others. Consequently, as the scene of the outrage became far more serious, all the shops both inside and outside the city were closed and business was quite at a standstill. The District Magistrate sent a large number of soldiers to restore order, but in vain; the soldiers remained on duty until a late hour of the night. On the following day, the 9th instant, the crowd again appeared, and an increased force of rioters attacked the rice merchants, and ransacked their premises carrying away everything that they could lay their hands on. The magistrate ordered all the city gates to be closed so as to prevent the people from rushing into the city and from attacking the yamen. It is reported that even now the trouble has not been settled.

ANTI-OPPIUM MEETING.

Yesterday a meeting was held at the Anti-opium Association under the name Chun Mo Tung Sheh in Tai Luk Po and there was a large attendance. The leading members of the association each made a speech in succession on the evil effects of opium and the people present were deeply touched in their feelings. Anti-opium medicine to be distributed every day to applicants and since the establishment of this branch association many opium smokers are beginning to recover from their evil habit by using the remedy given out by this association.

ROBBERY.

The Kwok Sze Pao states that at 11 a.m. on the 8th instant a theft was committed at Messrs. Varenne & Co.'s, Shamsham, where \$3,400 in notes were stolen. Ng Ah Su was charged with the crime and was sent to the Nambou magistrate. Ng Ah Su has pleaded that he had stolen only one hundred dollars.

PANTRY MAGISTRATE.

The newly appointed Pantry Magistrate Liu will take over the seals of office from Magistrate Chong on the 1st day of the 2nd moon (the 14th instant).

"SAINAM" PIRACY.

Last Sunday H. E. Viceroy Chow visited the British Consulate to discuss matters in connection with the Sainam piracy case.

Yesterday morning H. E. the Viceroy proceeded to the Lieutenant Tatar General's yamen to bid farewell to Lieutenant Tatar General Chou who left Canton this morning en route for Peking.

Canton, 11th March.

In regard to the riot at Tungku district, yesterday, the Brigadier-General of Kwangchow placed an officer and a body of soldiers to proceed thither at once to restore order. H. E. the Viceroy ordered Lieutenant Magistrate Yang and others to proceed to this district to quell the disturbance. The cause of the disturbance, it is reported, is through the inability of the District Magistrate to come to an understanding with the people.

The high price of rice is due as well to speculation by traders, as to the prohibition of the export of this article by the authorities in Kwangsi Provinces. Yesterday H. E. the Viceroy wired to the Governor of Kwangsi requesting him to remove the prohibition on the export of rice.

It has been the intention of H. E. Viceroy Chow to build a yamen for the control of military and naval affairs at the eastern section of the new bund. A certain contractor named Li Chong Kwong has now presented a plan of the proposed building to H. E. the Viceroy and reported that the estimated cost of the new building will be about \$140,000.

Yesterday, whilst a junk plying between Sainam and Fatsan was passing Sha Yiu, a number of pirates boarded her at this place and after ransacking the junk, departed with booty to the value of seven thousand dollars. A Peking telegram states that H. E. Chu Pui has been appointed Ambassador to England, vice H. E. Wang.

THE OPIUM EDICT.

Canton, 13th March.

The Provincial Treasurer and Examiner Wu and the Provincial Judge Chu have drawn up a code of regulations regarding the prohibition of opium-smoking and the issue of licences to opium smokers, and have presented these to H. E. the Viceroy for approval. Now H. E. has forwarded these to the different local magistrates and officials throughout the province. The local officials are requested to ascertain the number of opium smokers under their jurisdiction and to report the same to the authorities. Within three months from the date of issue of such proclamation, those of the opium smokers, who fail to register their names, to apply for a licence, or to pay a licence fee, will be summarily dealt with.

PREFECT OF KWANGCHOW.

The present Prefect of Kwangchow, Chan Hong Tsang, has been trying for a long time to resign his post and leave Canton for Peking to take up some position there. Now, it is reported that H. E. the Viceroy has appointed Lui Tze Leung to take over the position.

INSPECTION TOUR POSTPONED.

I have already reported that H. E. the Viceroy together with Admiral and Commander-in-Chief Li Chun intends to proceed on a tour of inspection to the different prefectures and districts, beginning from the East River districts. It is now reported that at present owing to the low waters in the inland rivers, in the Wei Chow Prefecture, which might cause great inconvenience to the travellers, H. E. has postponed his departure on the tour until some later date.

MINTING OF TWENTY-CENT PIECES.

On receipt of a despatch from the British Consul-General of Canton, stating that the output of twenty-cent pieces from the Canton Mint is too large in its circulation, which has affected the trade market considerably, H. E. the Viceroy, in consultation with him, proposes to temporarily suspend the minting of twenty-cent pieces for three months, pending the arrival of H. E. Chan Shi, Inspector of Imperial Mints, who will make other arrangements. The Viceroy is expected to give a reply to the Consul-General to this effect.

Central Government, to proceed from Peking to Canton to settle railway affairs. The Canton-Hankow Railway Company must be considered as having failed.

KOWLOON-CANTON RAILWAY—IMPORTANT PROPOSAL.

Acting upon advice from the Ministry of Posts and Communications at Peking, through the representations of the British syndicate, the construction of the Canton-Kowloon Railway, H. E. Viceroy Chow has ordered Taotai Lai Kwong Lem and Taotai Wei Ho to proceed to Hongkong and other places, to dispose of shares in the concern. Now these two gentlemen have wired to H. E. the Viceroy, stating that owing to the limited time of two months and the absence of a prospectus of the company, they find it very difficult to induce the merchants to support the scheme. In the same telegram they suggested that it might be feasible to invest some of the surplus capital of the Canton-Hankow Railway Company (which is at present deposited in different banks at low rates of interest and to no advantage) in the Canton-Kowloon railway scheme, which might bring in a better income from the capital. They also pointed out that the company is in the hands of an English firm and the construction of this line will not be unnecessarily delayed in the case of the Canton-Hankow line as its completion may be looked forward to in a short space of time, and consequently a quick return for the money invested may be expected. H. E. the Viceroy has written to the Board of Directors of the Yuet-Han Railway Company requesting them to call a meeting at an early date to discuss this question, which is viewed favourably by the Viceroy.

BARRACKS AT INTONG.

It has for some time been the intention of the Authorities at Canton to build barracks at Intong, and to have all the newly-arrived troops accommodated at these barracks. A survey of the site for the proposed buildings having been made, the officials of the Shan Yiu Chu have now forwarded a report to H. E. the Viceroy with an estimated cost of the erection of the building, for his consideration and approval.

DESTRUCTION OF SALT BEDS.

The Government salt beds in the prefecture of Kwochow and the surrounding districts were seriously damaged by the floods last year. The Salt Commissioner has now sent a deputy with orders to inspect the salt fields in the above places and to have them repaired at an early date, so as to have them in working order for this year.

WEIGHTS AND MEASURES.

A short time ago, H. E. the Viceroy seeing that the weights and scales of this province are quite different from those of other provinces of the Empire, deputed Likin Weiyeun Lo to proceed to Shanghai to make investigation in the matter, with a view to introducing reforms in the weights and scales of the province. Yesterday, Weiyeun Lo arrived here from Shanghai and reported himself as the Viceroy's envoy. He will soon prepare a report of his investigations and present

Announcement.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China.
Also widely circulated in Japan, Ceylon,
China, Ceylon, India, and the Far-East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper, and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement in
any effective style of type will be adopted.

This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
of each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the *Hongkong Telegraph* Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

PREFERSSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap.

THE HONGKONG TELEGRAPH

OFFICE

Estimates given for all classes of work on
application to

THE MANAGER.

HONGKONG TELEGRAPH CO. LTD.
1, Ice House Road,
Hongkong.

HONGKONG METEOROLOGICAL SIGNALS.

A KEY CODE.

We have received from the Hongkong
Observatory, a new code of meteorological
signals which comes into force at Hongkong
on New Year's Day. They are the same as
those at present in use at Shanghai, and will
be familiar to the mariner. The time-ball at
Kowloon Point for the information of masters
of vessels leaving the port. They do not neces-
sarily imply that bad weather is expected. The
signals are as follows:—

A cone point upwards indicates a typhoon to
the North of the Colony.

A cone point upwards and down below in-
dicates a typhoon to the North-East of the
Colony.

A drum indicates a typhoon to the East of
the Colony.

A cone point downwards and drum below in-
dicates a typhoon to the South-East of the
Colony.

A cone point downwards indicates a typhoon
to the South of the Colony.

A cone point downwards and ball below in-
dicates a typhoon to the South-West of the
Colony.

A ball indicates a typhoon to the West of
the Colony.

A cone point upwards and ball below indicates
a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.

Black Signals indicate that the centre is
believed to be less than 300 miles away from
the Colony.

The above signals will, as heretofore, be
hoisted only when typhoons exist in such posi-
tions or are moving in such directions that in-
formation regarding them is considered to be of
importance to the Colony or to shipping leav-
ing the harbour.

MIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad
weather in the Colony and that the wind is
expected to year.

Two lanterns hoisted horizontally indicate
bad weather in the Colony and that the wind is
expected to back.

The signals are repeated on the flagstaff of
the Godown Company at Kowloon, and also,
by day only, at the Harbour Office and on
M's Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching
typhoons by means of the Typhoon Gun placed
at the foot of the mast, which is fired whenever
a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at—
Joint Cable Companies Office,
Ferry Company's Pier, Ice House Street,
Blake Pier,
Post Office,
Harbour Office,
Ferry Company's Pier, Kowloon.

WEATHER FORECASTS AND STORM-
WARNINGS are exhibited on the above boards
daily about 11 a.m., and also at other hours,
day or night, whenever necessary. Informa-
tion of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL
REGISTER is exhibited at the same places daily
about noon. It contains observations made at
Hongkong and at a number of stations in the
Far East, together with Remarks, Weather
forecasts, and information regarding the exist-
ence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may,
whenever necessary, call at the Telegraph
Company's Office in Connaught Road and
send telegrams to the Observatory asking for
special information without charge. Such
inquiries may also be sent from the Police
Station at Kowloon Point which is connected
with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather
to be expected, while signals are hoisted, and
sailing directions, are given in "The Law of
Storms in the Eastern Seas."

F. G. FROO.

At the Office.

At the Office.

SHARE QUOTATIONS.

Compiled by Messrs. T. & K. P. & Co. (Limited) for the Hongkong and Shanghai Banking Corporation, Limited.

STOCKS.	NO. OF SHARES.	PAID UP.	POSITION AS LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	REMARKS.
BANKS.						
Hongkong & Shanghai Banking Corporation	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
National Bank of China, Limited	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
MARINE INSURANCE.						
North China Insurance Company, Limited	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Union Insurance Society of Canton, Limited	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
INSURANCE.						
China Fire Insurance Company, Limited	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Hongkong Fire Insurance Company, Limited	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
SHIPPING.						
China and Manila Steamship Company, Limited	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Douglas Steamship Company, Limited	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
STEAMSHIP.						
Hongkong, Canton & Macao Steamship Co., Ltd.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
INDUSTRY.						
China Sugar Refining Company, Limited	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Luzon Sugar Refining Company, Limited	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
MINING.						
Chinese Engineering and Mining Company, Ltd.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Central Consolidated Mining Company, Limited	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Roub Australian Gold Mining Company, Limited	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
DOCKS, WHARVES & GODOWNS.						
Fenwick (Geo.) & Co., Limited	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
LANDS, HOUSES & BUILDINGS.						
Anglo-French Land Investment Co., Ltd.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Hotel House Hotel Company, Limited (Shanghai)	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Central Stores, Limited (new issue)	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
OTHERS.						
Hongkong Hotel Company, Limited	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Hongkong Land Investment and Agency Co., Ltd.	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Hotel de Colonies Company, Limited	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Hotel de Colonies Company, Limited	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
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